

# THE AMERICAN Railroad Journal.

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Steam Navigation, Commerce, Finance, Banking, Machinery, Mining, Manufactures.

SECOND QUARTO SERIES.—VOL. XXXVIII., No. 40.]

NEW YORK, OCTOBER 14, 1882.

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## PERSONAL.

STRICKLAND KNEASS has been appointed President of the Belvidere Delaware Railroad, in place of Ashbel Welch, deceased.

H. M. WITTER has been chosen President of the Boston, Barre and Gardner Railroad Co. in place of the late Chas. Heywood.

ALBERT GRIGGS has been appointed Superintendent of the Cincinnati, Hamilton and Dayton Railroad, vice J. B. Barrett, resigned.

Wm. H. STEVENSON has been appointed Superintendent of the New York and New Haven division of the consolidated road, vice John T. Moody, resigned. O. M. Shepard has been appointed Superintendent of the Shore Line division.

ROBERT A. SHAILER, formerly Asst. Eng. of the Edge Moor Iron Works, and more recently Prin. Asst. Eng. Chicago, Milwaukee and St. Paul Railway, has been appointed Engineer of the Department of Bridges and other Structures of the latter company, with headquarters at General office, Milwaukee, Wis.

## CONSOLIDATION.

ARTICLES of agreement and consolidation between the Chicago and Northwestern Railway, the Menominee River Railroad and the Escanaba and Lake Superior Railway have been filed with the Secretary of State.

At Indianapolis, Ind., on the 5th inst., the directors of the Union Railway Company ratified the lease of the Belt Railway for ninety-nine years. The former company owns the Union Passenger Depot and all the tracks in the city. The latter company's road is just outside the city limits, connecting all the roads and the stock yards. The stock yards are not included in the lease.

## CONSTRUCTION.

It is expected that the Phoenixville and West Chester Railroad will be ready for travel by January next.

THE Buffalo, Pittsburgh and Western Railroad Company is now operating its new road from Brocton to Buffalo.

THE Mexican Government has contracted with Delfin Sanchez for the construction of the whole Tehuantepec Railroad.

THE iron men of Wythe county, Va., are

moving actively for the construction of the proposed Crippled Creek railroad.

THE New York, Susquehanna and Western Railroad was opened for traffic on the 9th inst., when the first train left Stroudsburg for New York.

A STREET railway has been laid between Athens, Greece, and the Piræus, which serves the whole city, passing by the Parthenon and the Acropolis.

A RAILROAD is to be built from a point in Coahoma county, opposite Helena, Arkansas, through Sardis, Oxford, Pontotoc east to Birmingham, Alabama.

GROUND was broken on the Washington Street Railroad in Portland, Oregon, on the 27th ult. The manager promises to have it completed by the 1st of November.

RAIL-LAYING on the new Pemigewasset Valley Railroad has reached Mad River in Campton, about five miles north of the starting point. Grading, ballasting, etc. are still progressing.

THE old Long Island Railroad running between Hunter's Point and Jamaica, abandoned some two years ago, has been relaid with steel rails and will be opened again for travel in a few days.

PREPARATIONS are now complete for having two extra tracks on the Pennsylvania Railroad for a distance outside of Pittsburgh of fifteen miles. These will make four tracks in that distance, all of the best steel rails.

THE contractors for that portion of the Canadian Pacific Railway line between Thunder Bay and Rat Portage are empowered to open the road immediately for traffic. Sir Charles Tupper will inspect the line while he is in Manitoba.

THE last spike in the Rome Extension of the East Tennessee, Virginia and Georgia Railway was driven by Henry W. Grady on the 7th inst., with appropriate ceremonies. This completes the link between Rome and Macon, and trains commenced running through on the 9th inst.

SURVEYS are now being made between Finleyville and the Monongahela River, laying out a route for a coal feeder, 15 miles in length, to the Pittsburgh and Lake Erie Railroad. The connection will be made at Hays Station, on the Pittsburgh, McKeesport and Youghiogheny Railway.

THE Alexandria, Va., Gazette has been informed that the engineer corps of the Washington and Ohio Railroad has succeeded in getting

a route over the Blue Ridge Mountains with a grade of only 85 feet to the mile. This road is now taxed to its utmost capacity in moving the large quantities of freight which are now being shipped over it. New engines and cars have been ordered from the North which are expected to arrive soon.

THE Chenango and Allegheny Valley Railroad Company are building an extension of their main line from Coalville, a point near their present terminus, to Butler, Butler county, a distance of 25 miles, where it will connect with the lines of the Western Pennsylvania Railroad Company. The Pittsburgh Chronicle says that the latter company has made an arrangement with the former for the transfer of traffic over the new branch, giving the Pennsylvania Railroad a new outlet for coal and other freight to the Lake regions and the Northwest.

THE directors of the Maryland Central Railroad Company have contracted with L. B. & James McCabe for the construction of 18 miles of road from the Gunpowder to Forest Hill, four miles beyond Belair. The work is to be finished in five months, but the contractors expect to have the road ready for service to Belair by January 1, 1883. They are ready to put a large force of men at work immediately. The board authorized the president to sign the contract, and a deposit of \$50,000 will be made on behalf of the company, the contractors agreeing to complete the construction before they receive their pay.

FROM Portland, Oregon, October 6, we learn that a party of fifty gentlemen—prominent citizens of Portland—met, on that day, the U. S. Government Commissioners who had been examining the completed road of the Northern Pacific Railroad Company in Montana, in the vicinity of Multnomah Falls, and in an informal manner performed the ceremony of driving the last spike which completes the railway of the Oregon Navigation Company between Portland and Wallula Junction, where it connects with the Northern Pacific. The Oregon Railway Navigation Company's road and the Northern Pacific Railroad together make a completed road from Portland east a distance of 515 miles to a point in western Montana.

THE Cleveland Leader says that the officers of the New York, Chicago and St. Louis Railway "have at last abandoned the impracticable idea of opening the line in its entirety as a full-fledged line on October 15, and will only open

'in a small way' on that date. The task of equipping a road 520 miles in length with a full operating force, including trainmen, yardmen, agents, operators, etc., is a great one, and cannot be accomplished in a day, and even if equipped it would not be a prudent move to undertake with a green force of men to move everything in direct and close competition with the competing trunk lines, which are the most thoroughly organized and systematic roads in the United States, without first breaking in the men. For this and other reasons, among them delays in getting the passenger equipment, the road will not be opened for through business October 15, as is generally expected by the public."

[Special from our Correspondent.]

### CANADA.

#### Phosphate Mining, etc.

A FIELD FOR LEGITIMATE MINING OR INVESTMENT IN MINING PROPERTIES—IT WOULD BE DIFFICULT TO FIND A BETTER ONE THAN IN THE OTTAWA VALLEY.

The rapid exhaustion of the agricultural lands of this continent, and the recognition of the fact that agricultural produce is the great staple of the United States, as well as of Canada, has of late years directed attention to the best means of supplying the deficiencies arising from over-cropping. The vast quantities of fertilizers raised in South Carolina, manufactured in the States and imported annually from Europe, employed at first in enriching the impoverished lands of New England and the Eastern States, have during the last two or three years become a necessity to the great cotton fields of the South, and already the extensive wheat plains of the West are claiming a share. The fertilizer business, now one of the National industries, is one that must grow with increasing years. Hitherto, because the consumption of superphosphates was purely local, the American manufacturers have confined themselves to the use of the cheaper and low grade materials, but as the demand has extended, involving the payment of high freight it has been found necessary to concentrate the greatest amount of phosphoric acid in the smallest bulk, and this can only be arrived at by the use of high grade materials. For years the West Indian Islands were the source of supply, but these deposits are now quite exhausted, and to Canada must the manufacturer now look for his supply of apatite or phosphate of lime. Deposits of this mineral exist in the Laurentian Hills, in the neighborhood of Ottawa, and have been worked for twenty years past in a more or less active way—the produce, nearly 20,000 tons a year, going to England and to Germany. A few firms in Massachusetts have used the mineral during the last three years and its use is apparently extending. Some have even purchased properties, and send the produce to their own factories. The mineral consists of hard crystalline masses of a reddish and greenish color, and is usually found embedded in granite, gneiss and mica slate. The quality is very high, aver-

aging from 80 to 85 per cent tribasic phosphate of lime, and it is claimed that it is valuable as a drying-out agent, and gives superphosphate a rich inviting color. The mining of the material is carried on in the simplest manner, and as none of the properties have been worked to any depth, the cost is very little. Much of it is obtained in a pure condition, but where it is associated with other minerals, it can be hand-cobbed to the requisite quality at little expense. From \$5 to \$10 per ton can be taken as the average cost of mining and delivering at the shipping point on the River Ottawa or the railway, where it at present readily realizes \$20 per ton. It will thus be seen that a handsome profit can be made, which no doubt might be considerably increased if the work was prosecuted with the well-known energy of the practical American capitalist. One important feature about this mining industry is that no expensive machinery or mining plant is necessary, and nearly all the deposits are situated so that they may be readily drained by the use of syphon pipes. It is not yet clear to geologists whether the deposits are pockets or veins. Some properties show deposits presenting all the appearance of true fissure veins—notably that of Mr. J. A. Gemmill, of Ottawa City. This location comprises about 1,000 acres and is situated in Wakefield Township, some twenty miles from Ottawa, and has been worked very successfully during the last three years. The main workings show a network of veins, some of which have been followed, showing all the features of pinching and expanding so peculiar to mineral veins. These veins lie with the strike or "grain" of the gneiss. A large quantity of rich apatite has been extracted from this property, and, owing to its accessibility, was marketed at such a price as to give its owner a handsome profit. Recently he has discovered new and more extensive deposits almost alongside the main workings indicating that there must be an immense supply at that point. On a hill in the rear of the property there exists an extensive deposit of rich magnetic iron ore, an acre wide by a quarter of a mile long. The projected Gattineau Valley Railway when constructed will at once render this iron deposit of very great value. It may be of interest to your readers to learn that almost every known deposit of iron in Canada is at present either owned or bonded by American capitalists. In a few instances "good things" have been made by Americans out of phosphate mining properties. Four years ago, a New York gentleman purchased some 1,200 acres for \$20,000. He worked a portion of the property at a splendid profit, sold 400 acres to an English firm for \$60,000 cash, and last year refused \$80,000 for the remainder. As a field for legitimate mining, or investment in mining properties, it would be difficult to find a better one than in the neighborhood of Ottawa City.

The Fitchburg Railroad Company announce their annual fall excursions from Boston to North Adams and return for October 17 and 18 at the very low rate of \$2 for the round trip, with the number of tickets limited.

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### Telegraphic Communication with South America.

By the completion of the cables of the Central and South American Telegraph Company on the 2d inst. telegraphic communication has been established between the United States and Mexico and Central and South America. The cables of the Mexican Telegraph Company, starting from Galveston, Texas, reach Vera Cruz by way of Tampico, at which point the cables of the Central and South American Telegraph Company extend to the isthmus of Tehuantepec, thence by land line to the Pacific, thence by cables to Lima, in Peru, where they connect with the cables of the West Coast Telegraph Company, now laid to Valparaiso, Chili. These lines comprise 5,610 miles of submarine cable and 567 miles of land line, and connect exclusively with 20,000 miles of wire in Mexico and Central and South America. These lines bring into communication with the United States and Europe a population estimated at 35,000,000, transacting an annual commerce of over \$600,000,000. The success of these lines appears to be undoubted, judging from the large traffic passing over them the first week of their operation. On the opening of the lines a congratulatory message was sent by President Arthur to Domingo Santa Maria, President of the Republic of Chili, and similar messages were sent to the Presidents of Peru, Bolivia, Ecuador, United States of Colombia, Costa Rica, Honduras, Nicaragua, San Salvador, Guatemala, and Mexico, and fitting responses were received.

### Central Pacific Railroad.

THE earnings of the Central Pacific Railroad for the years ending December 31, 1880 and 1881, were as follows:—

	1880.	1881.
From through freight.....	\$2,633,127 24	\$3,423,499 00
" local freight.....	10,612,730 55	12,418,640 01
" through passengers.....	1,616,259 73	2,048,090 15
" local passengers.....	4,203,534 50	4,644,738 22
" through express.....	63,273 78	87,857 18
" local express.....	175,665 94	230,164 03
" mails.....	510,979 38	457,188 23
" miscellaneous.....	288,908 08	329,230 21
" through sleeping-cars.....	102,048 00	107,612 00
" local sleeping-cars.....	91,077 32	104,912 25
" telegraph.....	87,017 25	92,000 00
" rental.....	61,853 33	62,278 22
" through baggage.....	33,377 76	47,182 14
" local baggage.....	21,387 23	36,449 54
" mileage.....	6,872 79	4,279 76
Total earnings.....	\$20,508,112 88	\$24,094,100 95

#### Operating expenses, viz:

Expenses of Supt.....	\$74,208 86	\$78,486 94
Station service.....	659,120 04	743,337 13
Telegraph service.....	116,538 30	122,451 13
Train service.....	653,296 21	827,896 26
Sleeping-car service.....	26,260 84	36,437 82
Ferry service.....	703,656 47	735,498 79
Wharf service.....	45,237 73	31,901 64
Locomotive service.....	2,286,114 93	2,989,766 65
Snow service.....	78,297 86	38,035 54
Repairs of track.....	1,910,942 01	2,108,375 58
Repairs of snow shed.....	102,675 83	24,496 62
Repairs of bridges.....	136,568 75	254,061 80
Repairs of buildings.....	90,721 20	118,042 26
Repairs of engines.....	417,018 10	466,041 41
Repairs of cars.....	668,887 88	666,916 95
Office expenses.....	263,106 79	284,929 16
Stationery and printing.....	67,550 84	73,597 04
Advertising.....	21,244 77	20,570 25
Loss and damage to freight.....	11,619 87	47,666 58
Damage—persons and property.....	15,098 99	25,773 04
Miscellaneous expenses.....	88,359 76	88,804 22
Water.....	99,087 24	110,647 79
Insurance and loss by fire.....	44,293 11	54,290 53
Mileage.....	10,437 03	30,426 41
Leased lines.....	3,454,427 50	3,880,855 43

Total operating expenses, \$12,045,668 89 \$13,859,306 97  
Earnings over operating expenses..... \$8,462,443 79 \$10,234,793 98  
Compared with the previous year the gross



earnings of 1881 show an increase of \$3,585,988.07, with an increase in operating expenses of \$1,813,638.08, making an increase in the earnings of \$1,772,349.99.

The length of the Central Pacific Railroad and branches, operated December 31, 1881, was as follows: main line, 883.23 miles; Oregon branch, 151.60 miles; Visalia branch, 146.08 miles; Oakland and Alameda branches, 17.69 miles; San Jose branch, 17.54 miles—total, 1,215.14 miles.

At the commencement of the year the number of miles operated (including leased lines) was 2,644.95; to this was added by lease of the Southern Pacific Railroad of Mexico, and the Galveston, Harrisburg and San Antonio Railway, 220.80 miles—making a total to December 31, 1881, of 2,865.75 miles. Between which time and the 30th of June there were added by the lease of the Galveston, Harrisburg and San Antonio Railway, 170.60 miles—making the total to that date 3,036.35 miles, of which 2,050.82 miles is steel.

During the year there were built in the east 25 engines for the Southern Pacific Railroad of Arizona, 38 for the Southern Pacific of New Mexico, 12 for the Galveston, Harrisburg and San Antonio Railway, and 1 built at company's shops for local service at Oakland—making a total owned and leased of 372 engines, of which an average of 21 were undergoing repairs, and 47 were employed in switching, etc., leaving available for regular transportation purposes 304 engines. The car equipment at the same time consisted of: 54 sleeping, 196 passenger, 31 mail and express, 110 second-class and smoking, 56 baggage, 4 officers', 1 pay, and 8,168 freight, etc., cars.

The number of miles run by engines on passenger trains was 2,706,780; on freight trains, 5,797,758; on miscellaneous trains, 767,274; switching, 1,175,244—total, 10,447,056, against 8,650,451 in 1880. The cost per mile run for repairs, wages, fuel, stores, etc., was: in 1881, 32.57 against 30.76 in 1880.

The tonnage for the year 1881 was: local freight, 3,725,424,290 pounds; through freight, 618,658,120 pounds; company's freight, 1,130,264,990 pounds—a total of 5,474,347,400 pounds, against 4,281,759,640 pounds in 1880. The average length of haul in miles per ton was: in 1881, 267.9; in 1880, 293.9. The number of tons hauled per mile operated in 1881 (on a basis of 2,704.42 miles, average) was 1,010.98; and in 1880 (on a basis of 2,467.02 miles average) 867.80. The freight earnings per mile upon the same basis were: in 1881, \$5,851.31; in 1880, \$5,373.22.

The number of through passengers carried in 1881 was 77,998; local do., 1,507,318; ferry, 5,447,050—total, 7,032,366, against 6,707,345 in 1880.

The capital stock authorized is \$100,000,000. The amount subscribed is \$62,608,800, and the amount paid in \$59,275,500—the remainder, \$3,333,300, being held in trust for the company.

There has been paid over from the profits of the company into the various sinking funds, for the redemption of its mortgage bonds, to December 31, 1881, \$6,092,779.98. Of this amount there was used in the redemption of Convertible Mortgage Bonds \$1,276,120.81.

Leaving a balance in the funds of \$4,816,659.17. Of this balance in the Sinking Funds \$3,

947,900.00 is invested in bonds, the par value of which is \$4,375,000.00, and the present market value is considerably above par; leaving January 1st, 1882, \$868,759.17 in cash, which has since been invested under the order of the Board of Directors.

The amounts as found due the Government by the U. S. Commissioner of Railroads under the various Acts of Congress, have all been promptly paid by the company into the United States Treasury.

The following is a statement of these accounts to December 31, 1881.

Amount of company's accounts against the U. S. Government to December 31st, 1880, as shown in last annual report.....	\$5,499,761.77
Amount of transportation furnished in 1880, charged on the books of the Auditor of the company.....	142,306.95
Cash paid in 1881 on account of requirements for 1880.....	144,436.74
Transportation performed for the year 1881.....	960,162.84

Total to December 31, 1881, as shown in "General Ledger Balance Sheet".....\$6,746,668.30

The total amount required to be paid the United States from the earnings of 1881, from that portion of the road aided in its construction by a loan of the United States Bonds, is \$1,038,935.25; of which there was paid by transportation performed for the United States as shown above, \$960,162.84, leaving a balance to be paid in cash in annual settlement with United States Commissioner of Railroads, of \$78,772.40.

The application of the amount required for the year is as follows:—

To the credit of the U. S. Bonds and Interest.....	\$424,310.02
To the credit of the Sinking Fund of the Company in the U. S. Treasury.....	614,625.22
	\$1,038,935.24

In addition to the assets enumerated in the annexed Balance Sheet, the company have: farming lands unsold, the estimated value of which is \$27,000,000; land contracts—deferred payments on time sales—\$1,372,430.80; amount in hands of Trustees Land Grant Mortgage, to be used in redeeming land bonds, \$612,517.56; also, undivided half 60 acres land in Mission Bay, in San Francisco, 500 acres water front in Oakland, and about 140 acres and water front in Sacramento, the estimated value of which, independent of improvements, is \$7,750,000, amounting in the aggregate to \$36,734,948.36 and increasing the total assets of the company to \$193,800,862.08.

The capital stock, as stated, is \$59,275,500; and the funded debt, less sinking funds, \$50,100,340.83; to which add interest on funded debt accrued but not due, \$1,341,420, and Trustees of Land Grant mortgage, \$612,517.56, making with the other items mentioned in the Balance Sheet, the sum of \$144,656,195.19. The interest accrued on U. S. Subsidy bonds was \$22,613,793.01, less \$6,746,668.30 repaid by transportation and cash, leaving \$15,867,124.71, to be added to the above, making \$160,523,319.90; but as this sum is not payable until the maturity of the bonds (the average date of which is July 1, 1898,) and bears no interest, the real present liability of the company on this account would be its present equivalent, i. e., a sum which, set aside, would produce the amount at the time of its maturity. The sum of \$8,000,000 invested at 4 per cent would produce this amount. This makes the actual liabilities of

the company over \$7,500,000 less than the amount shown above.

GENERAL LEDGER BALANCE SHEET, DEC. 31, 1881.	
Construction.....	\$137,207,563.86
Equipment.....	8,065,865.56
Real Estate.....	1,541,461.07
Shops.....	1,115,080.50
Machinery in shops.....	718,904.76
Steamers, Sacramento River.....	767,677.52
Furniture, telegraph instruments, safes, etc.....	155,772.04
Sinking fund No. 1, for redemption of Convertible Mortgage bonds.....	7,000.00
Sinking fund No. 2, for redemption of California State Aid bonds.....	932,868.30
Sinking fund No. 3, for redemption of First Mortgage bonds of the company, Series A, B, C and D.....	932,868.30
Sinking fund No. 4, for redemption of First Mortgage bonds of the company, Series E, F, G, H and I.....	699,585.65
Sinking fund No. 5, for redemption of First Mortgage bonds of the Western Pacific, Series A and B.....	174,069.23
Sinking fund No. 6, for redemption of First Mortgage bonds of the California and Oregon, Series A and B.....	731,871.75
Sinking fund No. 7, for redemption of Income bonds.....	1,033,379.87
Sinking fund No. 8, for redemption of First Mortgage bonds of the San Francisco, Oakland and Alameda R. R.....	203,344.03
Sinking fund No. 9, for redemption of First Mortgage bonds of the San Joaquin Valley R. R.....	101,672.02
United States Transportation and Sinking Fund Accounts.....	6,746,668.30
Materials and fuel.....	2,784,008.99
Stocks and bonds.....	160,128.13
Bills receivable.....	949,527.46
Accounts receivable.....	2,947,768.50
Cash.....	868,759.17
	\$168,629,241.19

Capital stock.....	\$59,275,500.00
Funded debt.....	54,917,000.00
Government bonds.....	27,855,680.00
Bills payable.....	20,000.00
Accounts payable.....	4,470,480.00
Unclaimed dividends.....	7,575.00
Trustees' Land Grant Mort.....	\$612,517.56
Sinking fund uninvested.....	868,759.17
Hospital fund.....	103,921.76
Profit and loss.....	1,585,198.49
	20,497,806.83
	\$168,629,241.19

President.—LELAND STANFORD.  
Vice-Pres't and Gen'l Agent.—C. P. HUNTINGTON.

Second Vice-President.—CHARLES CROCKER.  
Directors.—Leland Stanford, E. H. Miller, Jr., Charles Crocker, E. W. Hopkins, W. V. Huntington, C. F. Crocker, of San Francisco, Cal.; C. P. Huntington, of New York City.

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Land Agent.—B. B. REDDING.  
Gen'l Supt.—J. A. FILLMORE.  
Chief Engineer.—S. S. MONTAGUE.  
Transfer Agent.—GEO. WATKINS.

THE Fitchburg Railroad Company is experimenting with a new patent for keeping dust, etc. out of passenger cars, which it is hoped will be a success.

ABRAHAM and WHARTON BARKER, of Philadelphia, have purchased the Jonathan Tyson farm, comprising 102 acres, in Abington township, Montgomery county, Penn. The purchase is thought to be in the interest of the Wharton Switch Company. Possession will be given April 1, 1883.

ALLEN MANVEL, general manager of the St. Paul, Minneapolis and Manitoba Railway, during his recent visit at the East made arrangements for equipping his road with new passenger engines, sleeping-cars, coaches, etc., to enable it to run uniform trains for its through passenger business. The new rolling-stock, he says, for style, comfort and elegance is equal to anything of the kind on any road in the country.

# AMERICAN Railroad Journal

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We invite railroad officers to send us notice of elec-  
tions, transfers, appointments, resignations, etc.; and  
all our readers would oblige us by furnishing for our  
columns any items of personal information, that may  
come to their knowledge, adapted to this department.  
We aim to record all new railway enterprises in the  
United States and Canada, and to note the progress of  
construction on all new roads and extensions; and we re-  
quest all concerned in railway building to give us early  
information regarding the above, that our report may  
be as complete as possible.

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Contributed articles relating to Railroad matters gen-  
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Agricultural development, and Manufacturing news, by  
those who are familiar with these subjects, are especial-  
ly desired.

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AN important decision was rendered in Cana-  
da a few days since, by Judge Galt, at the Otta-  
wa Assizes Court, relative to the liability of  
husbands for debts contracted by their wives.  
The law established by cases in England is  
that “where a wife is living with her husband  
the law presumes that she has his authority to  
bind him by her contract for articles suitable  
to the station which he permits her to assume  
in society; but that this presumption may be re-  
butted by showing that this implied authority  
has been countermanded. And if a man  
privately forbids his wife to pledge his credit  
even though the tradesmen have no knowledge of the  
fact, the husband cannot be made liable for  
goods furnished after such private revocation  
of the wife's authority.” Some twenty years  
ago this last proposition was established in  
England, and the decision affirmed in the case  
of Debenham vs. Mellon in the English High  
Court two years ago. In the case just decided,  
it was proven that defendant had told his wife,  
in the presence of a servant girl, not to buy  
goods on credit. After this the wife went to  
plaintiff's store and purchased dress material,  
etc., on her husband's name. The Court de-  
cides on the authority of the cases above re-  
ferred to, and non-suits the plaintiff on the  
ground that the wife's authority was ex-  
tinguished by the private direction which was  
given to her, even though it was not com-  
municated to the plaintiff. The Judge also  
charged the jury in this case, “save in case of  
necessaries, the husband was not liable for  
goods supplied to his wife without his au-  
thority.”

## THE WESTWARD RACE OF THE TRUNK LINES.

COMMON rumor credits Mr. WM. H. VAN-  
DERBILT with having acquired a control-  
ling ownership in the Chicago and Northwest-  
ern Railway, a system comprising more than  
3,000 miles of road, and traversing the greater  
part of the States of Wisconsin and Minnesota,  
as well as the northern parts of Iowa and Illi-  
nois. This, of itself, is an important feeder to  
the Vanderbilt system, especially as its western  
extremity extends to the Missouri River at Fort  
Pierre, in Central Dakota, all within about 250  
miles of the Black Hills. MR. VANDERBILT is  
now on a tour to the West, and is reported to  
have said at Chicago that his trip might extend  
to Salt Lake City via Denver. He travels south-  
west over the Chicago, Burlington and Quincy  
Railroad, and speculation is rife as to whether  
or no some combination of this system with  
the Vanderbilt roads east of Chicago is not also  
on the tapis. The two tributaries are not di-  
rectly competitive; although both have a line

from Chicago to Council Bluffs. This portion  
of their lines has heretofore been very impor-  
tant, because in addition to their local business  
they carry part of the overland business. That  
business, however, between Chicago and Coun-  
cil Bluffs has been pooled, being equally di-  
vided between the Chicago and Northwestern,  
the Chicago, Rock Island and Pacific, and the  
Chicago, Burlington and Quincy roads. Two  
other new lines, the Chicago, Milwaukee and  
St. Paul, and the Wabash, St. Louis and Paci-  
fic, have been completed between the same  
places, and will ask to be admitted to that  
pool. It is not improbable, therefore, that the  
value of this combination will be much dimin-  
ished, and that the pool may go to pieces. It  
is not surprising, however, that the individual  
members of it should, each for itself, be cast-  
ing about for some equivalent alliance.

The Chicago, Burlington and Quincy, which  
had some special advantages under the Pacific  
Railroad legislation of 1862, and at an early  
date pushed a line into Nebraska, seems to  
have taken the opportunity early, and has ex-  
tended its line to Denver, which at present  
marks the western boundary of competitive  
trunk lines. There are, however, no less than  
five trunk lines from Denver East, three of  
them under the control of the Union Pacific  
Railway Company. Everything points to an  
extension of the Chicago and Northwestern  
and the Chicago, Milwaukee and St. Paul into  
the region of the Black Hills, or to within  
about 500 miles of Salt Lake, or in about the  
same latitude as Denver. With the same mo-  
tives and probabilities, it may be expected that  
the Chicago, Burlington and Quincy will not  
be halted at Denver; and here comes in the  
question of gauges.

The Denver and Rio Grande has a road of a  
3 ft. gauge extending from Denver some 300  
miles west, and is constructing, with extraor-  
dinary energy, a line through to Salt Lake.  
Will this suffice as a connection of the Chicago,  
Burlington and Quincy Railroad without build-  
ing its own line through to Salt Lake? Some  
of the Eastern narrow gauge roads have con-  
structed their bridges and tunnels of such di-  
mensions as to admit the bodies of the standard  
gauge cars upon them, and by changing trucks  
are enabled to carry through freight and pas-  
sengers, to all intents and purposes, the same  
as if there were no break of gauge. Should  
this be feasible, it would, in effect, give the  
Chicago, Burlington and Quincy and the Atch-  
ison, Topeka and Santa Fe railroads a through  
line to Salt Lake, and to a connection with the  
Central Pacific Railroad. The managers of the  
Union Pacific Railway, no doubt, see this in-  
vasion of their territory and this duplication of



their lines; but what can they do to prevent it, or to offset it? The newspapers credit them with the purpose of establishing one branch northwestward to Oregon, which is already under way, and the pushing another of branch southwestward through Utah into southern California, a part of which is already built. The Oregon line, it is true, may be built, but it traverses 1,000 miles of as poor country for local traffic as can be found on this continent—unless the 1,000 miles between Salt Lake and Los Angeles be the exception.

It is hardly likely that such ambitious designs will be carried out to the end. Long before they could be finished disaster must overtake the company, and a change of management be effected by the stockholders. Besides, it is hardly to be supposed that the Central Pacific Railroad Company would stand idly by and see its business cut to pieces without striking back. The Central Pacific, in its turn, would only have to build a short piece to connect with the two more northerly Chicago lines, on the one hand, while the Denver and Rio Grande could be made to suffice for the two lines leading between Denver and Kansas City; so that the relative position of the Union Pacific would not be at all bettered after the expenditure of the enormous amount of money required to build 1,800 miles of road over territory which does not support 100 inhabitants to the 1,000 square miles. At the same time, this paralleling of the Eastern trunk lines must continue; and the longitude where competitive lines exist must be pushed further and further west, until Salt Lake is reached, and perhaps the Pacific Ocean. MR. VANDERBILT'S movements will be watched with interest to see whether he will strengthen his holdings in the Union Pacific, or be tempted to make an alliance with the Chicago, Burlington and Quincy. In either case, it is not improbable that important changes in the policy of the Union Pacific will be made.

**CITY AND COUNTRY.**—The October number of this valuable publication comes to our table filled as ever with good things. As illustrations it has "Chock-full of Mischief"—a full page plate, "A Festival in a Shanghai Tea Garden," "The Lansing Evaporator," "City and Country Homes," and "The Hansell Raspberry." "Honor's Debt" is concluded this issue, and a short serial, "A Strange Discovery," is commenced by Miss Josie C. Malott. The editorials cover every ground, and the one on "Politics in Ohio" is able and will be largely quoted. "Articles on Farm Law" by Hon. Edmund H. Bennett still continues. This valuable publication should be a regular visitor at every fireside. Only fifty cents per year with choice of two premiums. WILL C. TURNER, Editor. A. W. LINCOLN, Associate. CITY AND COUNTRY CO., Publishers, Columbus, Ohio.

## CANADA.

[From our Special Correspondent.]

OTTAWA, CANADA, Oct. 9, 1882.

[The following letter from us appeared in the Toronto Telegram last year—and is here re-printed by special request.]

## The Great Iron Belt.

AMERICA VS. CANADA.

## THE ENTERPRISE OF BROTHER JONATHAN SECURES CANADA'S MINERAL WEALTH.

[From our own Correspondent.]

OTTAWA, July 23.—Sweden is the principal charcoal iron producer in the world, supplying all other countries. England obtains all her charcoal iron from Sweden. Yet she has a colony whose ores are similar in character and were pronounced "equal if not superior in quality" by the judges sent to the Centennial Exhibition in '76 by the Swedish Government. The production of charcoal iron is limited in Sweden in consequence of the laws which restrict the annual production of charcoal. The question arises, How is it that Canada, with an unlimited supply of wood suitable for charcoal, and possessing as she does the finest quality of specular, hematite and magnetic ores, has not embarked in manufacturing charcoal iron for her own use, as well as for exportation?

## THE REASON WHY.

The answer is, that we in Canada have been indifferent or ignorant of the value of our vast natural resources. It is also to be feared that a lack of enterprise gives us another reason. Our neighbors from the United States have discovered the great value of our iron ores, and have secured nearly all the principal deposits of iron ore in the immediate neighborhood of rail and water communication.

## OFFICIAL FIGURES.

The following are official figures of exports of iron ore to the United States in the past five years:—

YEAR.	TONS.	VALUE.
1876.....	14,286	\$30,702
1877.....	7,755	14,854
1878.....	5,421	13,405
1879.....	3,562	7,530
1880.....	50,524	76,474

## SUPERIORITY OF CANADIAN ORE.

The cause of this increase in purchases by American firms of Canadian ores is the result of successful tests made in American furnaces, demonstrating that Canadian ores are equal if not superior to the African and Spanish ores, which have been so largely imported of late years into the United States. This attention to the quality of ores, with improved furnaces, has increased the iron trade of the United States in a greater proportion than that of any other country in the world.

## IRON IN THE UNITED STATES.

According to the United States census returns, the iron and iron manufactured in the United States amounted in:—

1860.....	\$ 94,945,452
1870.....	347,471,694
1880 (estimated).....	450,000,000

The last official statistics showing the rapid increase in the manufacture of iron in the United States. What have Canadians been doing during this period of twenty-five years to promote and encourage the manufacture of iron?

## IMPORTING WHEN WE SHOULD BE MAKING.

It is to be regretted that in place of utilizing our vast resources, we have been importing iron and iron manufactures at the rate of over \$12,000,000 annually, or in other words we have imported for the creative wealth of other countries, instead of providing employment for our people, and thus increasing our own industrial wealth.

## COMPARATIVE FIGURES.

An idea of the importance of the iron trade in manufacturing countries may be had from the following tonnage and value of pig iron produced in the countries named in 1877:—

	Tons.	Value.
Great Britain.....	6,608,664	\$78,685,306
United States.....	2,314,585	34,000,000
Belgium.....	418,366	5,857,124
Canada.....	15,000	210,000

In 1878 the production of pig iron in Great Britain was 6,381,051 tons, and in 1879, 5,995,337 tons. We may compare Canada to Belgium, which has about five millions population to our four millions, yet with our vast natural resources and territory we are behind the little kingdom in the production of iron.

## IMPORTS OF IRON.

The total imports into Canada of iron and iron manufactures during the ten years 1870-71 to 1879-80 were:—

1870-71.....	\$10,311,188
1871-72.....	12,291,908
1872-73.....	20,204,753
1873-74.....	18,897,411
1874-75.....	15,783,960
1875-76.....	11,600,897
1876-77.....	9,530,982
1877-78.....	8,298,517
1878-79.....	8,519,321
1879-80.....	10,217,228

Total in ten years.....\$125,435,165

This large amount of ten years' importation was made up as under:—

Iron.....	\$33,704,154
Steel.....	5,408,121
Rails, plates, etc., for railways—iron and steel.....	31,357,532
Machinery, hardware and iron manufactures generally.....	54,965,558
	\$125,435,165

## THE AGE OF STEEL.

The present may well be called "The iron age" and "The age of steel." The great improvements and the recent discoveries of new processes have brought iron and steel into use for various purposes which were previously made of other materials. Recent reports from iron authorities in iron producing countries show that a great increase in the use of iron and steel has taken place, and a still greater consumption is anticipated.

## WHERE ARE WE.

It may well be asked, Where are we in this race of iron production, with our vast resources of iron not confined to one Province alone? The writer being in the neighborhood of Ottawa, visited the various mills, etc., and found they were alive to the march of progress as shown by the introduction of the electric light and improved machinery. Crossing over to the Quebec side, and nearly opposite Ottawa, I found myself in the "great iron belt region," containing specular and magnetic ores. I visited the Forsyth mine, which is operated by an American firm who export all their ores to the United States, a large proportion going to Cleveland, Ohio. This ore, to pay for shipment, must at least contain 60 per cent of metallic iron. All under is left behind as worthless.

## "WERE THERE FURNACES HERE"

all of this could be used.

The whole mining region shows unmistakable evidence of volcanic action, especially the iron region. It may be said that these ores are untried, but I have seen steel made from it, and cold-chisels that are of the best temper. It is to be hoped that these mines may be developed, as they will give employment to a large number of people. The Americans, with customary shrewdness, are now in possession of nearly all the best mines that are situated near water or railway.

## AN IMPORTANT QUESTION

for Canadians is, whether it is better to receive \$2 or \$2.50 for our ore and import the same manufactured at \$60 to \$100 per ton—the difference being in the amount of labor given to our American cousin—or to manufacture iron ourselves, retaining the difference as wages to our people. The latter would show our wisdom, the former shows our folly.

## Rights of Passengers.

As already briefly announced in these columns, the Supreme Court of Pennsylvania, in an opinion rendered by Judge Trunkey on the 2d inst., has decided an important question in railroad law. The point raised was, whether the Pennsylvania Railroad Company was bound to carry a passenger from New York to Philadelphia on a ticket purchased from a person not an authorized agent of the company. The effect of the decision is to give equal validity to all railroad tickets, whether sold by "scalpers" or authorized agents. The court says:—

"By the act of May 6, 1868, P. L. 582, it is made the duty of every railroad company to provide each agent authorized to sell tickets entitling the holder to travel upon its road with a certificate, attested by the corporate seal and signature of the officer whose name is signed to the ticket; and any person not possessed of such authority who shall barter or transfer for any consideration the whole or any part of a ticket or other evidence of the holder's title to travel on any railroad, shall be guilty of a misdemeanor and shall be liable to be punished by a fine and imprisonment. The purchasing and using a ticket from a person who has no authority to sell is not made an offense. That the plaintiff's ticket on its face entitled him to its rights as a passenger between the points named is unquestioned. The only reason for denying him such right was that he bought from one who sold in violation of the statute in Pennsylvania. It is not said that the vender in New York is actually guilty of the statutory offense, but that the defendant, being a corporation in Pennsylvania, and the stipulated right of passage being partly in Pennsylvania, her courts will not enforce a contract resting upon acts which the Legislature has declared criminal. The presumption is that the ticket was properly issued by the company, and that the holder had the right to use it. Such tickets are evidence of the holder's title to travel on the railroad. Prior to the statute in Pennsylvania it was lawful for holders to sell them. The property in them passes by delivery. The act of 1863 confers no right upon a railroad

company to question passengers as to when or where or how they procured their tickets, or to eject them from the cars upon suspicion that the tickets were sold to them by a person who was not an agent for the company.

"At common law, which is deemed in force in absence of evidence to the contrary, the contract made by the plaintiff in New York was valid. It was executed; no part remained to be performed. It vested in him the evidence of title to a passage over the railroad. His act had no savor of illegality or immorality. It was a mere purchase of the obligation of a common carrier to carry the holder according to its terms. The defendant issued the obligation, received the consideration and became liable for its performance at the date of issue. As transferee the plaintiff claimed performance. This is the contract which is the basis of the cause of action. It is purposely made to entitle the bona fide holders to its performance, and for breach of an action in his own name. Let it be assumed that defendant made the contract in Pennsylvania. It is quite as reasonable to assume that tickets for passengers coming from New York into Pennsylvania were sold in New York. But, whoever the contract was made by, it is true, as claimed by the defendant, this action is to enforce, not the contract between the ticket scalper and the plaintiff in error, but between the defendant in error and the plaintiff in error. The sale of the ticket to the plaintiff in New York was lawful. That being an executed contract, there is no question respecting its enforcements. But surely it is not an exception to the rule that contracts valid by the law of the place where they are made are generally valid everywhere. Then, as the plaintiff has a valid title to the ticket, the contract between himself and the defendant is valid. The judgment of the lower court is reversed."

## Barrel Hoops by Machinery.

Hoops of the half-round shape, made from stout saplings, are in great demand. An expert cooper can make between three and four hundred of these hoops in a day; and when it is considered that Chicago alone uses over two hundred millions yearly, the necessity of some rapid method of manufacture exclusively by machinery is apparent. After repeated failures by all who have endeavored to overcome the difficulties incident to the construction of a hoop-making machine the barriers seem to have been surmounted by a couple of Bostonians, whose invention, lately completed, makes from twenty to thirty thousand half-round hoops a day, cutting two, three or four from a pole as occasion requires. This branch of barrel-making is thus placed on a level with all the others in which machinery is the principal agent of construction. One of the results of the introduction of this new machine will be the utilization of ironwood saplings for hoops. This tough and almost indestructible wood, which easily resists the tools of the cooper, is handled without difficulty by the Boston hoop making machine.

The green grocer is one who trusts the new family in the next block system.

A LETTER was received at Portland, Oregon, on the 28th ult., from the Commissioner of Indian Affairs at Washington, inclosing an order of President Arthur that the Malheur Indian reservation be restored to the public domain. This opens to settlement the largest arable region in one body lying between the Blue mountains on the north and east and the Cascades on the west. It is more than sixty miles square. The Baker City extension of the Oregon Railroad and Navigation Company and the Oregon Short Line will run within hailing distance of the reservation.

## OUR CANADIAN LETTER.

[From our Special Correspondent.]

## A FINANCIAL STATEMENT, REVENUE AND EXPENDITURE—EXPORTS—RAILROAD, STEAM NAVIGATION AND INDUSTRIAL NOTES, ETC.

## FINANCIAL.

OWING to the number of local banks in Chicago and the insufficiency of business the Merchants' Bank of Canada Branch at Chicago has been closed.

The Bank of Nova Scotia has called a meeting of shareholders for November 20th, to consider the proposition to amalgamate with the Union Bank of Prince Edward's Island.

Mr. Gilman, an advocate of Montreal, has entered suit against J. C. Brydges for \$10,000, in connection with the old Mechanics' Bank affairs.

The following is a condensed statement of the revenue and expenditure of the Dominion of Canada, on account of the Consolidated Fund, for the fiscal year 1881-1882, which closed on 30th June last:

## REVENUE.

To 30th June, 1882.....	\$32,188,793 06
From 30th June to 30th September:	
Customs.....	\$684,290 54
Excise.....	78,527 72
Post Office.....	34,372 88
Public Works, including rail-ways.....	36,929 83
Miscellaneous.....	308,476 16
	1,192,588 14

Total revenue.....\$33,381,381 20

The foregoing statement of revenue does not include the sum of \$1,744,456.48, received during the year from the sale of Dominion lands.

## EXPENDITURE.

To 30th June, 1882.....	\$23,753,193 59
From 30th June to 30th September.....	3,402,709 36
Total.....	\$27,155,902 95

Total revenue.....	\$33,381,381 20
Total expenditure.....	27,155,902 95

Surplus for the year.....\$6,225,478 25

The expenditure on capital account for the year will be about \$8,000,000. This includes Pacific Railway enlargements and improvements of canals and survey of lands. The surplus of last year and the proceeds of sales of lands amount to nearly \$8,000,000, showing that there will be little or no increase of the net debt of the Dominion during the year 1882-1883.

The Finance Minister, Sir Leonard Tilley, is to be congratulated on the success of the tariff, and the realization of his expectation. Canada is more prosperous to-day than at any time during her previous history.



The following is a statement of exports for the month of July :

	Produce of Canada.	Produce of other countries.	Totals.
Produce of the Mine.....	\$184,954	\$11,704	\$196,658
Produce of the Fisheries.....	792,804	1,608	794,412
Produce of the Forest.....	4,330,659	127,314	4,457,973
Animals and their Produce.....	2,491,791	256,030	2,747,821
Agricultural Products.....	1,209,360	320,457	1,529,817
Manufactures.....	329,210	50,544	389,754
Miscellaneous Articles.....	39,693	48,567	88,265
Totals.....	\$9,378,676	\$18,224	\$10,196,900
Coin and Bullion.....			
Grand Total.....	\$9,378,676	\$18,224	\$10,196,900

#### STEAM NAVIGATION NOTES.

The Allan cargo steamships which have arrived up to September 26th, at British ports, since opening of the St. Lawrence season of navigation, took out—

	Oxen.	Horses.	Sheep.
From Montreal.....	4,499	14	3,445
From Boston.....	1,153	..	..

which all landed in good order, excepting 4 oxen and 22 sheep—the mortality being only  $\frac{1}{4}$  on oxen, and  $\frac{3}{4}$  of 1 per cent on sheep.

C. R. Coker, Esq., of St. Johns, N. B., Lloyds surveyor for that city has been appointed by the Dominion Government Inspector of Hulls and Equipments of Steamers, a good appointment.

Government has directed experts to examine the engine of the steamer "Richelieu," which exploded at Montreal lately.

#### THE CHANNEL BETWEEN MONTREAL AND QUEBEC.

The formal opening of the 25 feet channel in the St. Lawrence, last week, is a matter of vast importance to Montreal and Canada generally. In 1850 the natural channel of the river was 11 feet, and since it has gone through all the grades of deepening until it has reached its present depth. The following statement will illustrate how Montreal, Canada, has been affected by this water improvement :

	Tonnage.	Imports.	Exports.
1850.....	46,156	\$7,174,780	\$1,744,772
1854.....	70,740	16,221,004	1,833,640
1860.....	121,599	15,479,453	6,020,715
1866.....	205,755	28,793,453	7,286,878
1878.....	397,266	26,223,290	21,660,987
1881.....	531,929	46,622,719	31,296,000

It is proposed to continue the dredging, etc., to get a greater depth.

#### THE INTER-COLONIAL RAILWAY.

The general condition of this railway is most satisfactory. The receipts are in excess of any previous year, owing to the splendid management and close supervision of Collingwood Schrieber, Esq., Engineer-in-Chief of the Government Railways.

A few days since a deputation of locomotive engineers called on Sir Charles Tupper, Minister of Railways, in reference to the dismissal of some of their members from the Inter-Colonial. Sir Charles said that no doubt the men had been misrepresented to the officials of the road during his absence. He informed the deputation that the men would be reinstated and suffer nothing from the dismissal.

Yesterday Mr. Duncan McIntyre, of the Canadian Pacific Railway; Mr. Chaffee, of the Southeastern Railway; Mr. Senecal, of Montreal, and others, visited the harbor works, etc.,

of Quebec, in company of the Mayor. Their visit has caused a rumor that negotiations are on foot to sell the North Shore to the Canadian Pacific.

The Ottawa, Waddington and New York Railway and Bridge Company meeting on Monday last at Morrisburg, was a success, and over \$10,000 of stock subscribed.

Mr. John James Macdonald, of Manning, Macdonald & Co., contractors of the Canadian Pacific Railway, informs me that an order-in-Council was passed to-day, empowering the firm to open for traffic the Central Pacific Railway, between Thunder Bay and Rat Portage. This work is pronounced first class in every respect, and the contractors are to be congratulated. The gentlemen connected with this firm are among the most energetic and reliable men in Canada. Mr. John Shields, one of the company, and Mr. Macdonald leave to-night for Rat Portage.

#### THE CANADA ATLANTIC RAILWAY.

This railway is now doing a splendid business; although but a few days open it has a very large share of travel. A very fine passenger depot and freight sheds were erected last week. There are two trains running each way between Montreal and Coteau Landing on the Grand Trunk. This company have also purchased a fine piece of property in Ottawa City for offices.

#### ST. EUSTACHE AND ST. ANDREW RAILWAY.

A railway is projected between St. Eustache and St. Andrew, P. Q. The proposed railway will run through the rich and populous parishes of St. Joseph, St. Benoit, St. Placide and St. Andrews—and would in case of construction no doubt be a financial success. Messrs. C. A. Globensky, Dauserau and Senecal are interested in the scheme and that means success.

The total receipts of the Toronto, Grey and Bruce for the week ending September 30th, were \$5,822.55, a decrease of \$609.33, from the amount of corresponding week last year.

Pontiac and Pacific Railway have now some 500 men employed, and have taken possession of the Alymer branch of the Canada Pacific, paying therefor some \$12,000 a mile. This company have made arrangements to procure rolling stock.

The North Shore Railway will be extended to Tadoussac, and a winter Canadian port will be established. The revenue of this road for the months of June, July and August was \$184,000, showing a large increase.

Trains of steel rails are made up weekly and sent on to the western extension of the Canadian Pacific Railway.

Allan Grant & Co., of Ottawa, have a contract to ship 2,000 car-loads of square timber. They are now shipping 40 cars a day.

On an average four barges of iron ore are shipped every week to Cleveland, Ohio, via Kingston, where it is transferred to schooners. This week 10 barges will be shipped.

#### INDUSTRIAL NOTES.

The "American Association of Charcoal Workers" will be invited to visit Ottawa and hold their next annual meeting. Iron ores of the very best quality can be had in the immediate vicinity, and any amount of timber available for charcoal, besides an immense

quantity of saw dust could be utilized that is now thrown away to the detriment of the river and navigation. It is to be hoped that some step will be taken to develop industries in these parts.

A company has been organized at St. Henri, Montreal, under the name of the St. Henri Carriage Leather Co., for manufacturing heavy carriage leather, and upholstering—about 50 hands will be employed.

The Canada Pacific Railway have sold 175,000 acres of land since placing them on the market the first of October.

#### TORONTO BRIDGE CO.

Mr. Phelps Johnson, of the Toronto Bridge Co., informed me that the company finding it necessary to enlarge their works are arranging for the immediate construction of extensive shops at Montreal, and where plant will be put in with a view of using steel only in the construction of railroad bridges. They claim they are the only bridge builders who use steel entirely.

Mr. C. H. MacKintosh, M. P., President of the Ottawa Colonization Railway, and Vice-President of the Ottawa and Gatineau Valley Railway, left for England last Wednesday on business connected with these railways.

A proposition has been made to Secretary Keefer, of the Ottawa and Waddington and New York Railway, on behalf of a syndicate of New York and English capitalists, having in view the acquiring of the charter and the immediate construction of the railway and bridges over the Ottawa and St. Lawrence, and he has been asked upon what terms the transfer will be made.

Mr. Bannerman, a prominent citizen of Pembroke, who has the contract of the Kingston and Pembroke Railroad, has for partners Rochester, N. Y., gentlemen.

CHARLES S. LAURENCE, in jail at Worcester for causing a railroad disaster, says that he is subject to fits, and that while he is under their influence is impelled to put obstructions on railroad tracks.

The forthcoming report of the State Bureau of Labor will show that Illinois is second only to Pennsylvania in the production of coal, and that the output has increased from 6,000,000 tons in 1880 to 9,000,000 tons this year. Forty-six out of the 100 counties produce coal, and the aggregate value at the mines has been nearly \$14,000,000.

The Mutual Union Telegraph Company begins a new era in telegraphic communication by offering the use of its wires after 4:30 p. m. for conversational purposes. Correspondents are brought into direct communication, and they save time and money over the ordinary method of exchanging messages. The charges for the service are made dependent upon the length of circuit used and the time occupied. They will be based in general upon the customary telegraphic rate. Contracts by the month or year will be made for daily service. Between some of the points on the company's lines this method of correspondence is available at all hours.

## THE STOCK EXCHANGES AND MONEY MARKET.

## New York Stock Exchange.

Closing Prices for the week ending Oct. 11.

Th. 5. F. 6. Sat. 7. M. 9. Tu. 10. W. 11.

Adams Express	95	96	96	96	96	96
Albany and Susq.	80	80	80	80	80	80
1st mortgage	100%	100%	100%	100%	100%	100%
ad mortgage	100%	100%	100%	100%	100%	100%
American Express	95	96	96	96	96	96
Burl. O. B. & Nor.	80	80	80	80	80	80
1st mortgage 58	100%	100%	100%	100%	100%	100%
Canada Southern	64 1/2	63 1/2	64	65	67 1/2	67 1/2
1st mortgage guar	93	93 1/2	92 1/2	93	93	93
Central of N. Jersey	74 1/2	73 1/2	70 1/2	72	73 1/2	71 1/2
1st mort. 1890	116	116	116	116	116	116
78, consol. ass.	110	110	110	110	110	110
78, convertible ass.	110	110	110	110	110	110
78, Income	80	80	80	80	80	80
Adjustment	107	107	107	107	107	107
Central Pacific	90 1/2	90 1/2	90 1/2	91 1/2	91 1/2	91 1/2
68, gold	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
1st M. (San Joa)	105	105	105	105	105	105
1st M. (Cal. & Or.)	105	105	105	105	105	105
Land grant 68	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Chesapeake & Ohio	26 1/2	25 1/2	26	26 1/2	26 1/2	26 1/2
1st pref.	38 1/2	39	38 1/2	39 1/2	39 1/2	39
ad pref.	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
1st mort., series B	88 1/2	88	88 1/2	90 1/2	90	90
Chicago and Alton	139 1/2	140	139 1/2	141 1/2	141 1/2	141 1/2
Preferred	140	140	140	141 1/2	141 1/2	141 1/2
1st mortgage	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Sinking Fund	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Chi., Bur. & Quincy	130 1/2	131 1/2	130 1/2	131	132	131 1/2
78, Consol. 1903	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2
Ill. Mil. & St. Paul	108 1/2	108 1/2	108 1/2	110	110 1/2	110 1/2
Preferred	122 1/2	122 1/2	123	124	124 1/2	124 1/2
1st mortgage, 88	122 1/2	122 1/2	123	124	124 1/2	124 1/2
ad mort., 7 3-108	122 1/2	122 1/2	123	124	124 1/2	124 1/2
78, gold	125	125	125	125	125	125
1st M. (La. C. div)	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
1st M. I. & M. div.	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
1st M. (I. & D. ext.)	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
1st M. (H. & D. div.)	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
1st M. (C. & M. div.)	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Consolidated S. F.	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Chi. & Northwestern	143 1/2	143 1/2	144 1/2	145 1/2	145 1/2	144 1/2
Preferred	162 1/2	163 1/2	163	164 1/2	164 1/2	163 1/2
1st mortgage	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Sinking Fund 68	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Consolidated 78	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Consol. Gold b'ds	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Do. reg.	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Chi. R. Isl. & Pac.	133 1/2	133	133 1/2	134	134	133
68, 1917, 0	127	127	127	127	127	127
Clev. Col. Cin. & Ind.	81	81 1/2	82 1/2	83	84 1/2	83 1/2
1st mortgage	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Clev. & Pittsburg gr.	128	128	128	128	128	128
78, Consolidated	128	128	128	128	128	128
4th mortgage	128	128	128	128	128	128
Col. Chi. & Ind. Cent	8 1/2	9	8 1/2	9 1/2	9 1/2	9 1/2
1st mortgage	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
ad mortgage	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Del. & Hud. Canal	112 1/2	112 1/2	112 1/2	113	113 1/2	113 1/2
Reg. 78, 1891	112 1/2	112 1/2	112 1/2	113	113 1/2	113 1/2
Reg. 78, 1884	112 1/2	112 1/2	112 1/2	113	113 1/2	113 1/2
78, 1894	112 1/2	112 1/2	112 1/2	113	113 1/2	113 1/2
Del., Lack. & Western	135 1/2	135 1/2	134 1/2	135 1/2	135 1/2	133 1/2
ad mortgage 78	135 1/2	135 1/2	134 1/2	135 1/2	135 1/2	133 1/2
Consol. 1907	135 1/2	135 1/2	134 1/2	135 1/2	135 1/2	133 1/2
Erie Railway	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
1st mortgage	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
ad mort. 58, ext.	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
3d mortgage	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
4th mort. 58, ext.	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
5th mortgage	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
78, Consol. gold	127	127	127	127	127	127
Great West. 1st mort	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
ad mortgage	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Hannibal & St. Jo.	85 1/2	85	84 1/2	83	83	83
Preferred	85 1/2	85	84 1/2	83	83	83
88, Convertible	106	106	106	106	106	106
Houston & Tex. Cen	80	81	78	79	80 1/2	82
1st mortgage	109	109	109	109	109	109 1/2
ad mortgage	109	109	109	109	109	109 1/2
Illinois Central	138 1/2	138 1/2	138 1/2	140 1/2	141 1/2	143 1/2
Lake Shore & Mich So	112 1/2	111 1/2	111	112	112 1/2	111 1/2
Consol. 78	112 1/2	111 1/2	111	112	112 1/2	111 1/2
Consol. 78, reg.	112 1/2	111 1/2	111	112	112 1/2	111 1/2
ad Consolidated	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Leh. & W. B. con. ass	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Long Dock bonds	116	116	116	116	116	116
Louisville & Nash.	56 1/2	55 1/2	56	56 1/2	56 1/2	56 1/2
78, Consolidated	115 1/2	115	115	115	115	114 1/2
Manhattan	49 1/2	51	50	49 1/2	49 1/2	49 1/2
1st pref.	88	88	88	88	88	87 1/2
Met. Elevated	91	93	93	93	93	92
1st mortgage	100	99 1/2	100	99 1/2	99 1/2	99 1/2
Michigan Central	97 1/2	96 1/2	96 1/2	98 1/2	99 1/2	99 1/2
78, 1908	125	125	125	125	125	125
Morris & Essex	125	126	125	124	125	125
ad mortgage	125	126	125	124	125	125

ad mortgage	125	126	125	124	125	125
78 of 1871	125	126	125	124	125	125
78, Convertible	125	126	125	124	125	125
78, Consolidated	125	126	125	124	125	125
N. Y. Cen. & Hud. R.	132½	132½	132½	132½	133½	133
68, S. F., 1883	132½	132½	132½	132½	102½	102½
68, S. F., 1887	132½	132½	132½	132½	102½	102½
1st mortgage	134	134	134	134	134	134
1st mortgage, reg.	133½	133½	133½	133½	133½	133½
N. Y. Elevated	117	117	117	117	117	117
1st mortgage	117	117	117	117	117	117
N. Y. & Harlem	200	200	200	200	200	200
Preferred	200	200	200	200	200	200
1st mortgage	200	200	200	200	200	200
1st mortgage, reg	200	200	200	200	200	200
N. Y. Lake Erie & W	42½	41½	42	42½	43½	42½
Preferred	85	84	84	87	87	87
ad Consolidated	100	99½	99½	100	100½	100½
New ad 58 fund	100	99½	99½	100	100½	100½
N. Y., N. Hav'n & Hart	184	184	184	184	184	184
North Mo. 1st mort	118	118	118	118	118	118
Northern Pacific	49½	48½	48	48½	49½	48½
Preferred	95	94½	92½	94½	94½	93½
Ohio & Mississippi	38½	38½	38½	39½	39½	39½
Preferred	120	120	120	120	120	120
ad mortgage	120	120	120	120	120	120
Consolidated 78	120	120	120	120	120	120
Consol. S. Fund	120	120	120	120	120	120
Pacific Mail S. S. Co	43½	43½	43½	43½	43½	43½
Pacific R. It. of Mo.	105½	105½	105½	105½	105½	105½
1st mortgage	105½	105½	105½	105½	105½	105½
ad mortgage	105½	105½	105½	105½	105½	105½
Panama	63½	63½	63	63	63½	62½
Phila. & Reading	63½	63½	63	63	63½	62½
Pitts. Ft. W. & Chi. gtd	136½	136½	136½	134½	134½	134½
1st mortgage	136½	136½	136½	134½	134½	134½
ad mortgage	136½	136½	136½	134½	134½	134½
3d mortgage	127½	127½	127½	127½	127½	127½
Pullman Palace Car	127½	127½	127	128	128	130
Preferred	127½	127½	127	128	128	130
Quickkill Min'g Co	42	42	42	42	42	42
Preferred	42	42	42	42	42	42
St. Louis & San Fran	38½	38½	38½	38½	39	39
Preferred	58½	59	58½	58½	58½	58½
1st Preferred	97	97	97	97	97	97
St. L., Alt'n & T. H.	43	44	45	47	45	45
Preferred	86	86	86	86	86	86
1st mortgage	86	86	86	86	86	86
ad mort. pref.	86	86	86	86	86	86
Income bonds	100	100	100	100	100	100
St. L., Iron Mt. & S	113½	113½	113½	113½	113½	113½
1st mortgage	113½	113½	113½	113½	113½	113½
ad mortgage	113½	113½	113½	113½	113½	113½
Toledo and Wabash	113½	113½	113½	113½	113½	113½
1st mortgage	113½	113½	113½	113½	113½	113½
ad mortgage	113½	113½	113½	113½	113½	113½
78, Consolidated	113½	113½	113½	113½	113½	113½
St. Louis Division	113½	113½	113½	113½	113½	113½
Union Pacific	106½	105½	106½	108	108½	107½
1st mortgage	115½	115	114½	114½	114½	114½
Land Grant 78	115½	115	114½	114½	114½	114½
Sinking Fund 88	116½	117½	117½	117½	117½	117½
United States Ex	70	70	70	70	70	70
Wabash, St. L. & Pac	35½	35½	35½	35½	35½	35½
Preferred	65½	64½	64½	65½	66½	66½
New mort. 78	65½	64½	64½	65½	66½	66½
Wells-Fargo Ex	131	131	131	131	130½	130½
Western Pacific b'ds	113	113	113	113	113	113
Western Union Tel.	88½	88½	88	88½	89½	88½
78, S.F. conv't, 1900	118	118	118	118	118	118
FEDERAL STOCKS:—						
U. S. 48, 1907, reg.	119	119	119	119	119	119
U. S. 48, 1907, coup.	118½	118½	118½	118½	118½	118½
U. S. 4½8, 1891, reg.	112½	112½	112½	112½	113	113
U. S. 4½8, 1891, coup	112½	112½	112½	112½	113	113
U. S. 58, cont'd at 3½	100	100	100	100	100	100
U. S. 68, cont'd at 3½	100	100	100	100	100	100
Dt. of Col. 3-658, reg	108	108	108	108	108	108
Dt. of Col. 3-658, coup	108	108	108	108	108	108



## Baltimore Stock Exchange.

Closing Prices for the Week Ending Oct. 10.

W. 4. Th. 5. F. 6. Sat. 7. M. 9. Tu. 10.

Baltimore & Ohio.....	199	197	197	197	197
6s, 1885.....	104	104	104	104	104
Central Ohio (\$50).....	108	108	108	108	108
1st mortgage.....	108	108	108	108	108
Marietta & Cincinnati.....	100	100	100	100	100
1st mortgage, 7s.....	100	100	100	100	100
2d mortgage, 7s.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
3d mortgage, 8s.....	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Northern Cen. (\$50).....	56	56 1/2	56 1/2	56 1/2	56 1/2
2d mort. 6s, 1885.....	116	116	116	116	116
3d mort. 6s, 1900.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
6s, 1900, gold.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
6s, 1904, gold.....	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Pitts. & Connellsv. 7s.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
Virginia 6s Consol.....	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Consol. coupons.....	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
10-40 bonds.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Def'd Certificates.....	16	16	16	16	16
Western Maryland.....	16	16	16	16	16
1st M., end, by Balt.....	106	106	106	106	106
2d M., do.....	106	106	106	106	106
3d M., do.....	106	106	106	106	106
1st M., unendorsed.....	106	106	106	106	106
2d M., end, Wash Co.....	106	106	106	106	106
2d M., preferred.....	106	106	106	106	106
City Passenger R. R.....	43	43	43	43	43

## London Stock Exchange.

Closing Prices—

	Sept. 22.	Sept. 29.
Baltimore and Ohio 5s, 1927.....	107	107
Central of N. J., \$100 shares.....	85	85
Do. consol. mort.....	111	111
Do. Income Bonds.....	88	88
Central Pacific of Cal., \$100 shs.....	94	94
Do. 1st mort. 6s, 1805-08.....	117	117
Del., G'd Haven & Mil. Equip. bds.....	117	117
Do. Con. M. sp. c., till '83 after 6p. c. 113	113	113
Illinois Central \$100 shares.....	144	144
Do. S. F. 5s, 1903.....	106	106
Lehigh Valley Cons. mort. 1927.....	115	115
Louisville and Nashville mort. 6s 97	99	99
Do. capital stock \$100 shares.....	73	73
N. Y. Cen. & Hud. R. mort. bonds.....	126	126
Do. \$100 shares.....	136 1/2	136 1/2
Do. mort. bonds (stg.).....	121	121
N. Y. Lake Erie & West. \$100 shs.....	42	42
Do. 6 p. c. pref. \$100 shares.....	89	89
Do. 1st Con. Mort. bonds (Erie).....	127	127
Do. Do. Funded Coupon bonds.....	127	127
Do. 2d Consol. Mort. bonds.....	104	104
Do. Do. Funded Coupon bonds.....	100	100
N. Y. Pa. & Ohio 1st mort. bonds.....	55	55
Do. Prior Lien bonds (sterling).....	100	100
Pennsylvania \$50 shares.....	65 1/2	65 1/2
General Mortgage.....	121	121
Phil. & Erie Gen. mort. 6s, 1920.....	119	119
Philadelphia & Reading \$50 shs.....	32 1/2	32 1/2
General Consol Mortgage.....	117	117
Do. Improvement Mortgage.....	107	107
Do. Gen. Mtg. '74, ex-def'd coup. 97	98	98
St. L. Bridge 1st mort. gold bond.....	124	124
Do. 1st pref. stock.....	100	100
S. P. of Cal., 1st mort. 6s, 1905-06.....	107	107
Union Pacific 1st mtg. 6s, 1806-07.....	110	110
Wabash, St. L. & P. \$100 shares.....	37	37
Do. \$100 pref. shares.....	60	60
Do. gen. mort. bonds.....	88	88

## AMERICAN RAILROAD JOURNAL

## Financial and Commercial Review.

THURSDAY EVENING, October 12, 1882.

In the money market this morning call loans on stocks were 6 1/2 per cent, and on United States bonds 5 1/2 per cent. Time money was 6 per cent on stocks and 4 1/2 per cent on Governments. Prime mercantile paper was 6 1/2 per cent. In the afternoon the quotation for call loans on stocks was 5 1/2 per cent, but at the close fell to 3 per cent.

The posted rates for prime bankers' sterling were 4.8 1/2 @ 4.82 and 4.86 @ 1/2. The actual rates were 4.81 @ 1/2 and 4.85 1/2 @ 4.86, with cables 4.86 1/2 @ 4.86 1/2, and prime commercial bills 4.79 1/2 @ 4.79 1/2. The actual rates for Continental bills are as follows: France, 5.24 1/2 @ 5.23 1/2 and 5.20 @ 5.19 1/2; marks 94 1/2 @ 1/2 and 95 1/2 @ 1/2, and guilders 30 1/2 @ 1/2 and 30 1/2 @ 40.

The following securities were "listed" at the New York Stock Exchange on the 11th inst.:

Michigan Central Railroad Company's additional issue of consolidated mortgage bonds, \$2,000,000 numbering from 8,001 to 10,000 inclusive, and being the last authorized under the mortgage. Of the proceeds of these bonds, \$550,000 is to be used for the redemption of the first mortgage bonds that matured Oct. 1, 1882, and an equal

amount for the redemption of equipment bonds maturing April 1, 1883; \$400,000 is needed to settle for cars leased and purchased; \$70,000 to make up deficit in the sinking fund of the first mortgage bonds maturing Oct. 1, 1882, and the balance \$418,000 is to be used for additional depots, shops, and rolling stock.

The Brooklyn, Bath and Coney Island Railroad Company's first mortgage 6 per cent bonds, \$200,000 with the stipulation that \$80,000 of old bonds, which are to be funded by the issue mentioned, must first be satisfied and the mortgage cancelled.

Fort Worth and Denver City Railway Company's addition issue of bonds and stock on newly completed road; bonds, \$1,950,000, numbering from 801 to 2,750 inclusive and \$1,400,000 stock.

The Purchasing Committee's receipts for the securities of the Columbus, Chicago and Indiana Central Railway Company.

Oregon Short Line Railway Company's stock, \$4,000,000, and additional issue of first mortgage bonds, \$2,000,000 numbered from 3,001 to 5,000 inclusive.

The President of the Louisville and Nashville Railroad Company notified the Stock Exchange on the 11th inst. that the 30,800 shares of the capital stock of the company, which was originally subscribed for by and issued to the city of Louisville, has been disposed of by the city, and is now active stock in the company; and that this stock will be registered in the books of the transfer agency of the company on after the 10th of November. With this addition the capital stock will amount to \$21,213,513, which will be further increased by the issue of \$3,786,487 of the additional stock authorized at the stockholder's meeting on the 4th inst., making the registered capital stock \$25,000,000. The remaining \$5,000,000 of the new stock will be withheld for the present, and when issued due notice will be given to the Stock Exchange.

The gross earnings of the Central Pacific Railroad for the six months ending June 30, 1881, were \$10,889,925.76, the operating expenses \$6,309,362.47, and the earnings over operating expenses, \$4,580,563.29; for the six months ending June 30, 1882, the gross earnings were \$12,155,970.92, the operating expenses \$7,757,777.83, and the earnings over operating expenses \$4,398,193.09—showing an increase in gross earnings of \$1,266,045.16, with an increase in operating expenses of \$1,448,415.36, making a decrease in the earnings over operating expenses of \$182,370.20.

The following quotations of sales of railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—Allegheny Central, 28; American Dock and Imp. 58, 93; Albany and Susq. consol., 124; Boston and New York Air Line pref., 75; Belleville and Southern Illinois 1st, 114; Cairo and Fulton 1st, 107; Chicago, St. Paul, Minneapolis and Omaha, 50 1/2; do. pref., 106 1/2; do. consol., 108 1/2; Central Iowa, 34 1/2; do. 1st, 110; Chesapeake and Ohio cur. 6s, 55 1/2; do. 1st, series A, 104 1/2; do. pur. money fund, 116; Chicago, Milwaukee and St. Paul, Southern Minn. div. 1st, 107 1/2; do. La C. and Dav. div. 1st, 93 1/2; do. Chicago and Pacific West div. 1st, 92 1/2; do. Mineral Point div. 1st, 91; Chicago, St. Paul and Minneapolis 1st, 114; Chicago and Eastern Illinois 1st, 101; Chicago, Burlington and Quincy 5s, S. F., 103 1/2; do. Iowa div. 4s, 84 1/2; Columbus, Chicago and Indiana Central Inc., 50; Chicago and Northwestern S. F. 5s, 99; Chicago, St. Louis and New Orleans 5s, 105; Denver and Rio Grande, 54; do. 1st, 113 1/2; do. consol., 97 1/2; Dubuque and Sioux City, 80; East Tennessee, Va. and Ga., 9; do. pref., 16 1/2; do. inc., 40; do. 5s, 72; Evansville and Terre Haute, 80; do. 1st, 67; Elizabethtown, Lexington and Big Sandy 6s, 95; Fort Worth and Denver 1st, 97 1/2; Gulf, Colorado and Santa Fe 1st, 107; Houston and Texas Central 1st, western div., 110; Hannibal and St. Joseph 6s, consol., 103 1/2; International and St. Northern coup. 6s, 84; do. 1st, 106 1/2; Indiana, Bloomington and Western, 44; do. 1st, 90; Indianapolis, Decatur and Springfield 1st, 100 1/2; Joliet and Chicago, 140; Keokuk and Des Moines 1st, 100 1/2; Kansas Pacific 1st consol., 103; do. 6s Denver div. 4s, 108; Louisville and Nashville genl. mort. 6s, 90 1/2; do. Evansville, Henderson and Nashville 1st, 100; do. Louisville, New Albany and Chicago, 66; Long Island, 63; do. consol. 5s, 97 1/2; do. 1st, 122; Lake Erie and Western, 36 1/2; do. inc., 52; Midland New Jersey 4-5, 6s, 86; Michigan Southern S. F., 108; Minneapolis and St. Louis, 31 1/2; do. pref., 72 1/2; do. 1st, 116; Missouri, Kansas and Texas, 36 1/2; do. genl. mort. 6s, 85; do. consol., 78, 105; do. 2d, 61; Missouri Pacific, 107 1/2; do. 1st consol., 101 1/2;

do. 3d, 113; Milwaukee, Lake Shore and Western pref., 51 1/2; do. 1st, 101; do. inc., 78; Mobile and Ohio, 20 1/2; Memphis and Charleston, 54; Metropolitan Elevated 2d, 90; Manhattan Beach, 18; Marietta and Cincinnati 2d pref., 5; Nashville and Decatur 1st, 115; New York, Lake Erie and Western inc., 75; New York City and Northern genl. mort., 57; New York, Chicago and St. Louis, 15 1/2; do. pref., 31 1/2; do. 1st, 90 1/2; Nashville, Chattanooga and St. Louis, 54; do. 1st, 115 1/2; New York, Ontario and Western, 27; Norfolk and Western pref., 56 1/2; Northern Pacific 1st, 104; New Orleans Pacific 1st, 91 1/2; New York, Pennsylvania and Ohio inc., 54 1/2; Ohio Central, 17 1/2; do. 1st, 92 1/2; do. inc., 40; Oregon Railway and Nav. 1st, 108 1/2; Ohio Southern, 17; do. 1st, 84; do. inc., 37; Oregon Trans-Continental, 89 1/2; Oregon Short Line 6s, 100; Peoria, Decatur and Evansville, 31 1/2; Rochester and Pittsburgh, 24 1/2; Richmond and Danville, 71 1/2; do. 1st, 94 1/2; do. debent., 63; Richmond, Danville and West Point, 34 1/2; Richmond and Alleghany, 19; do. 1st, 95; Rome, Watertown and Ogdensburg extended 5s, 72; do. inc., 41; St. Paul, Minn. and Man., 150 1/2; do. 1st, 110 1/2; do. 2d, 110; do. Dakota div. 1st, 108 1/2; St. Paul and Duluth, 35; do. pref. 93 1/2; St. Paul and Sioux City 1st, 110 1/2; St. Louis, Kansas City and Northern R. E. 7s, 105; do. Omaha div. 1st, 109; South Pacific of Mo. 1st, 103; St. Louis and San Francisco 2d, Class A, 93 1/2; do. B, 91; do. C, 90 1/2; St. Louis, Iron Mt. 5s, 77; do. Arkansas Branch 1st, 107; South Carolina inc., 61; Toledo, Delphos and Burlington, 14 1/2; Texas and Pacific, 44 1/2; do. inc. L. G. 62 1/2; do. Rio Grande div. 1st, 82 1/2; Toledo, Peoria and Western 108 1/2; Union Pacific col. trust 6s, 106 1/2; Utah Southern Gen'l mort. 7s, 104 1/2; Winona and St. Peter 1st, 107; Wabash, St. Louis and Pacific gen'l mort. 6s, 84 1/2; do. Iowa div. 1st, 90; do. Havana div. 1st, 90; do. Cairo div. 1st, 83.

Boston.—Atlantic and Pacific Inc., 25; do. blocks, 106; Atchison, Topeka and Santa Fe guar., 114; do. plain 5s, 87 1/2; Boston Water Power, 3 1/2; Boston Land, 7 1/2; Burlington and Missouri River in Nebraska 6s, non-exempt, 102 1/2; Boston, Revere Beach and Lynn, 110; Central of Iowa, 34; do. 1st, 85; Connecticut and Passumpsic Rivers R. R., 95; do. 7s, 115; Chicago, Burlington and Quincy 4s, 84 1/2; do. 4s, Denver Ext., 82 1/2; Connorton Valley, 7 1/2; do. pref., 12; do. 6s, 63; Cheshire R. R., 6 1/2; Flint and Pere Marquette, 21; do. pref., 06; Iowa Falls and Sioux City, 80; Kansas City, Lawrence and Southern 5s, 101; Kansas City, Fort Scott and Gulf pref., 124; do. 7s, 111; Kansas City, St. Joseph and Council Bluffs 7s, 114; Little Rock and Ft. Smith, 50 1/2; Mexican Central, 23 1/2; do. blocks No. 3, 100 1/2; do. 7s, 77 1/2; Massachusetts Central, 5 1/2; Marquette, Houghton and Ontonagon, 68; Maine Central, 86; New Mexico and Southern Pacific 7s, 112 1/2; New York and New England 6s, 106; Oregon Short Line 6s, 90; Rutland, 3 1/2; do. 6s, 90 1/2; Sonoma 7s, 105 1/2; Summit Branch, 11; Toledo, Cincinnati and St. Louis, 7 1/2; do. 6s, 62 1/2; Toledo, Delphos and Burlington Branch inc., 17 1/2; Wisconsin Valley 7s, 112; Wisconsin Central 1st, 104; do. 7s, 121 Series, 78; do. 2d Series, 45 1/2; Atlantic Mining, 16; Allouez, 1 1/2; Copper Falls, 2; Franklin, 16 1/2; Harshaw, 1 1/2; National, 2; Osceola, 36; Powable, 12 1/2.

Philadelphia.—Central Transp., 34; Chesapeake and Delaware Canal 6s, 87; Huntingdon and Broad Top Mt. consol., mort. 5s, 90; do. 1st mort., 116; Nesquehoning Valley, 50; Northern Pacific pref. scrip., 01 1/2; Philadelphia and Reading debent. 6s, 64; Philadelphia City 4s 1897, 112 1/2; do. 6s, 100, 133; Pennsylvania Co. 4 1/2s, 96; Pennsylvania Car Trust 5s, 100; Philadelphia German-town and Norristown, 111; Philadelphia, Wilmington and Baltimore 4s, 94 1/2; Pennsylvania Canal 6s, 90; Sunbury and Erie 7s, 125; Schuylkill Nav., 6s, 1807, 105 1/2; Texas and Pacific consol. mort. 6s, 92; West Jersey 6s, 117; do. 6s, 1883, 101 1/2; do. debent. 6s, 101; West Jersey and Atlantic, 6s, 110; Warren and Franklin 7s, 112. The latest quotations are: City 6s, 108 @ 120; do. free of tax, 127 @ 132; do. 4s, new, 106 @ 114; Pennsylvania State 5s, new loan, 117 1/2 @ 118; do. 4s, old, 111 @ 114; do. 4s, new, 116 @ 117; Philadelphia and Reading Railroad, 31 1/2 @ 31 1/2; do. consol. mort. 7s, reg., 12 1/2 @ 127 1/2; do. gen'l mort. 6s, coupon, 04 1/2 @ 05 1/2; do. 7s, 1893, 112 @ 113; do. new conv., 74 1/2 @ 75 1/2; United New Jersey R. R. and Canal, 100 @ 101; Buffalo, Pittsburg and Western, 21 1/2 @ 21 1/2; Pittsburgh, Titusville and Buffalo 7s, 95 @ 95; Camden and Amboy mort. 6s, 1880, 114 1/2 @ 115; Pennsylvania R. R., 64 1/2 @ 64 1/2; do. general mort. 6s, coupon, 124 1/2 @ 125 1/2; do. reg., 121 @ 122; do. consol. mort. 6s, reg., 120 @ 121; Little Schuylkill R. R., 58 @ 58 1/2; Schuylkill Navigatio

pref., 12@13; do. 6s, 1882, 90@90½; Elmira and Williams port pref., 58@60; do. 5s, 100@101; Lehigh Coal and Navigation, 44½@44¾; do. 6s, 1884, 103@103½; do. R. R. loan, 114@115; do. Gold Loan, 112@113; do. consol. 7s, 117½@118; Northern Pacific, 49½@49¾; do. pref., 94½@94¾; North Pennsylvania, 64½@65; do. 6s, 106@106½; do. 7s, 122@—; do. 7s, General mort. reg., 124@125; Philadelphia and Erie, 22@23; do. 7s, 113½@114½; do. 5s, 102@103; Minehill, 62@63; Catawissa 20@23; do. pref., 56@—; do. new pref., 54@55; do. 7s, 1900, 117@—; Lehigh Valley, 66@66½; do. 6s, coupon, 122@123; do. reg., 122@123; do. 7s, 133@134½; do. consol. mort., 122@122½; Fifth and Sixth streets (horse), 170@—; Second and Third, 114@120; Thirteenth and Fifteenth, 70@75; Spruce and Pine, 42@44; Green and Coates, 90@—; Chestnut and Walnut, 90@93; Germantown, 70@75; Union, 110@111; West Philadelphia, 112@120; People's, 15½@16; Continental, 103@104.

Baltimore.—Atlanta and Charlotte 1st, 107; Baltimore City 6s, 1886, 108; do. 6s, 1890, 115; do. 6s, 1900, 127; do. 5s, 1894, 114½; do. 5s, 1916, 125; Charlotte, Columbia and Augusta, 40; Columbia and Greenville 1st, 100%; Canton Co. 6s, 103½; Marietta and Cincinnati 1st Trust certificates, 127½; do. 2d do., 100; do. 3d do., 57½; Maryland Defense 6s, 106; Northern Central 5s, series A, 97½; Norfolk Water 8s, 132; North Carolina consol. 4s, 75; Ohio and Mississippi, Springfield div. 1st, 120½; Parkersburg Branch, 8; Richmond and Danville bonds 1890, 105; Sandusky, Mansfield and Newark 7s, 113½; Virginia Midland 2d mort., 107; do. 5th mort., 93½; Wilmington, Columbia and Augusta, 108. The latest quotations are: Atlanta and Charlotte 1st, 106½@106¾; Baltimore and Ohio, 195@197; do. 6s, 1885, 103½@—; Baltimore City 6s, 1890, 114½@115; do. 5s, 1900, 117@—; do. 5s, 1916, 124½@124¾; Canton Co. 6s, 103½@—; Columbia and Greenville 1st, 100%@101; Marietta and Cincinnati 1st, 127@128; do. 2d, 100@101; do. 3d, 57@57½; Northern Central, 57@57½; do. 6s, 1900, 116½@—; do. 6s, 1900; gold, 115½@116; do. 5s, Series A, 97½@97¾; N. W. Va. 3d guar., 103½@106; Ohio and Mississippi, Springfield div. 1st, 120½@—; Richmond and Danville bonds, 1915, 95½@97; Virginia consols, 58@58½; do. 10-40s, 42½@42¾; Virginia Midland 5th mort., 93@95; do. Inc., @—64; Wilmington, Columbia and Augusta, 107½@108½.

#### THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
New York, Sept. 27, 1882.

The Board of Directors of this company have this day declared a QUARTERLY DIVIDEND OF TWO PER CENT upon its Capital Stock, payable on WEDNESDAY, the first day of NOVEMBER next, at this office. The TRANSFER-books will be closed at 3 o'clock P. M., on MONDAY, the 2d day of October next, and will be reopened on the morning of Monday, the 6th day of November next.  
E. D. WORCESTER,  
Treasurer.

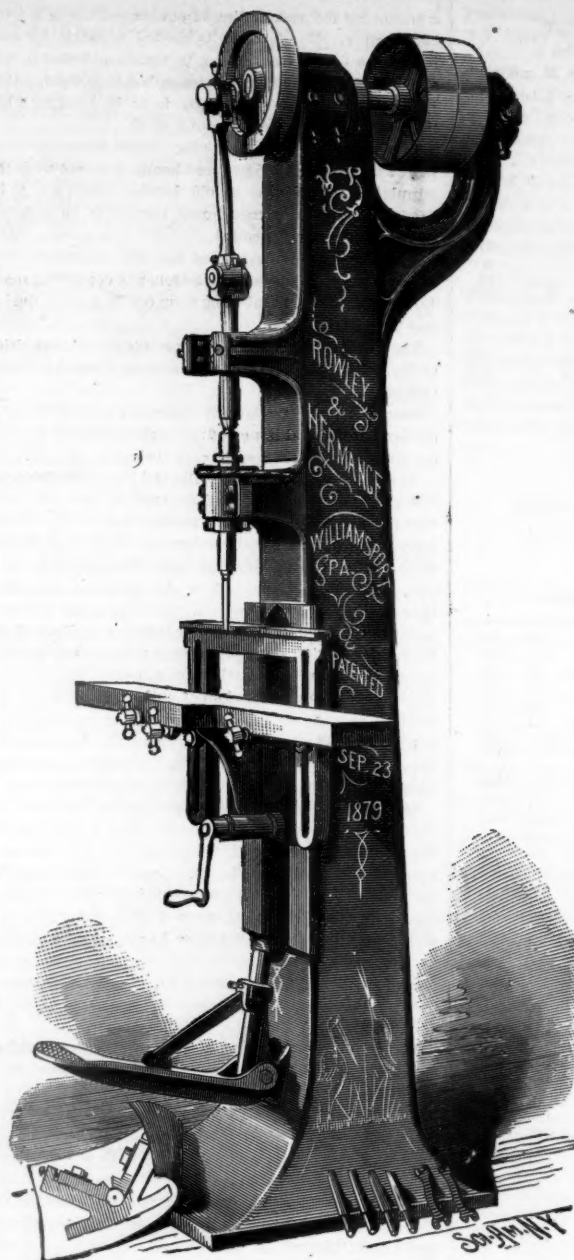
## To Contractors.

OFFICE OF THE GEORGETOWN AND LANES  
RAILROAD COMPANY.  
GEORGETOWN, S. C., Sept. 22, 1882.

PROPOSALS ARE INVITED UNTIL OCTOBER 31, prox., for the construction of the road-bed of the GEORGETOWN AND LANES RAILROAD, as covered by survey and estimate of Major G. W. EARLE, Engineer. For specifications and all other information address the undersigned. The Company reserves the right to reject any or all bids.

P. R. LACHICOTTE,  
President G. & L. R. R. Co.

A FINE stone arch bridge is being built over the Mississippi River 200 feet below the falls of St. Anthony, by the St. Paul, Minneapolis and Manitoba Railway Co. It will have twenty-one piers, of which four will be for 100-foot arches and sixteen for 80-foot arches, and the total length will be 1900 feet. Work was commenced last February, and all the piers are completed above the springing line with the exception of three in the main channel of the river, one of which is nearly done.



#### New Crank-Shaft or Journal Bearing.

EDWIN A. ROWLEY, of Williamsport, Penn., has invented an improvement in crank-shaft or journal bearings, of which a description and illustration will be found useful to our readers.

It is specially adapted for use in mortising machines, but is applicable to all machines in which shafts and journals are exposed to an upward thrust. The object of the invention, when so applied, is to afford increased strength and stability in the supporting member of a mortising machine, and thereby to obviate wear and lost motion, and enable the machine to be operated at a higher rate of speed than without its use.

The accompanying illustration gives a view in perspective of a mortising machine embodying the new invention. As ordinarily constructed, the crank-shafts of mortising machines are located above their bearings, and consequently the strain due to the action of the chisel upon the lumber is exerted upon and sustained by the caps and bolts of the bearings. In the

practice of Mr. Rowley's invention, the bearings of the crank-shaft are formed in a single piece with the main body of the frame, and are extended above and around the crank-shaft, which passes through openings in the frame beneath the bearings, the bearings sustaining and communicating directly to the body of the frame the upward strain induced by the operation of the chisel. The caps of the bearings are bolted thereto in the recesses, and consequently below the crank-shaft, and in the instance illustrated caps composed of two independently adjustable sections, secured to the bearings by bolts and provided with adjusting screws, are employed. The ordinarily single piece caps are equally adaptable, and, if preferred, may be used in lieu of sectional caps.

This brief description makes it plain that the ROWLEY CRANK-SHAFT OR JOURNAL BEARING places the entire strain in the work of the machine upon the frame. Moreover, the caps and cap-bolts being relieved from any duty further than that of supporting the weight of the crank-shaft and its connections, the wear of the parts is correspondingly reduced, and such firmness and solidity are obtained in the structure as to materially improve and facilitate the operation of the machine.

Mr. Rowley has assigned his invention to Rowley & Herman, of Williamsport, Penn.

THE Chesapeake and Ohio Railway Company is receiving ten new locomotives from the Danforth Locomotive Works, Paterson, N. J.

THE receipts of the Cincinnati Exposition, which closed on the 7th inst., were \$84,000, leaving \$19,000 clear profit.

THE Pennsylvania Railroad Company has experimented with coke as fuel for its engines, and finds that it will only answer for short distances.

THE railroad between Toms River and Island Heights has been taken up by the Pennsylvania Railroad Company, leaving the business of transport to stages and boats.

THE \$90,000 monument to Oakes and Oliver Ames, on the Union Pacific Railway, near Salt Lake, has been completed. It is of red granite and stands 60 feet above a high hill.

THE first railway built in Spain was between Barcelona and Mataro, and it was opened in 1848. Now Spain has 4,841 miles of railway, 1,310 in course of construction, and 1,008 miles authorized.



## GORDON & DUGGAN RAILWAY SWITCH.

The **Standard** on several and in use on twenty-five Railroads.

Combines Safety, Durability, Simplicity, and Low Cost, with **Fixed Rails**.

The only movable piece weighs 375 lbs., and is without a bolt or rivet.

**E. CORDON, Treasurer,**  
No. 28 STATE STREET, BOSTON, MASS.

## FOR SALE.

Locomotives—Four Second-hand Narrow-Gauge Engines in good order.

One Second-hand "Tank" Narrow-Gauge Engine, 10 tons. Several Second-hand Standard-Gauge Locomotives in good order, immediate delivery.

One new 3ft. Gauge Passenger Engine, 22 tons, prompt delivery.

Six new 4ft. 8½ Gauge Locomotives, cylinders 17x24, weight 35 tons. October and November delivery.

Two new 3ft. Gauge Locomotives, Cylinders 12x18, weight 20 tons. October and November delivery.

Cars—Passenger and Freight Cars of all descriptions for early delivery.

Rails—16lb., 20lb., 30lb., 35lb. and 56lb. Rails.

Car Wheels and Axles.

Narrow-Gauge Rolling-stock a specialty.

**BARROWS & CO.,**

64 Broadway,

NEW YORK.

## McCANN'S EXCELSIOR SELF CAR COUPLING.

Patented August 3, 1880.

For Durability, Simplicity, and Practicability

IT HAS NO EQUAL

**MARION W. McCANN,**

Patentee and Proprietor,

DUBLIN, IND.

## Continuous Automatic FREIGHT BRAKES.

Requiring no other Connection  
between Cars than the or-  
dinary Coupling-Link  
and Pin.

SIMPLE, DURABLE, AND EFFICIENT.

Brakes can be applied to every Car in the longest train, from the engine or caboose, or from any car in the train. It can be readily attached to any car, and adapted to ordinary brake beams, shoes, etc. There is no possibility of damaging wheels by "sliding."

PATENTED MAY 23, 1882.

Railroad and manufacturing companies, or parties able to co-operate with patentee in their manufacture and introduction, are invited to correspond with

**WM. C. SCHULTZE,**  
Surgeon C., R. I. and P. Ry.  
MARENGO, Iowa Co., Iowa.

# NO OTHER LINE IS SUPERIOR TO THE FITCHBURG RAILROAD HOOSAC TUNNEL ROUTE WEST.

## 6.30 A. M. ACCOMMODATION.

Connecting at Syracuse, N. Y., at 7.15 P.M., with through sleeping cars for Cincinnati, Cleveland, Toledo, **DETROIT AND CHICAGO.**

## 3.00 P. M. CINCINNATI EXPRESS.

Pullman Sleeping Car attached, running through to Cincinnati without change. (Only Line running Pullman Cars from Boston.) This car runs *via* Erie Railway and N.Y., P. & O. R.R., making direct connection for Louisville, St. Louis, Kansas City, New Orleans, and all points in Texas and New Mexico.

## 3.00 P. M. ST. LOUIS EXPRESS.

THE ONLY LINE which runs a THROUGH SLEEPING-CAR from

## BOSTON TO ST. LOUIS WITHOUT CHANGE!

ARRIVING AT 8.00 A.M. SECOND MORNING.

Through sleeping car for Buffalo, Toledo, Fort Wayne, Logansport, Lafayette, Danville, Tolono, Decatur and St. Louis, making direct connection with through Express Trains for Kansas, Colorado, Texas, and all points in the

## SOUTHWEST.

## 6.00 P. M. PACIFIC EXPRESS.

The only line running a through sleeping car *via* Buffalo and Detroit without change, arriving at Chicago at 8.00 A.M. second morning, making sure connections with through Express Trains for Iowa, Nebraska, Kansas, Colorado, the Pacific Coast, Wisconsin, Minnesota and all points in the

## WEST AND NORTHWEST.

THE ABOVE TRAINS RUN DAILY, SUNDAYS EXCEPTED.

This Great Short Line passes through the most celebrated scenery in the country, including the famous HOOSAC TUNNEL, four and three-quarters miles long, being the longest Tunnel in America, and the third longest in the world.

Tickets, Drawing-Room and Sleeping-Car Accommodations may be secured in Advance by Applying to or Addressing

**250 WASHINGTON STREET, BOSTON. 250**

**JOHN ADAMS, General Superintendent. F. O. HEALD, Acting Gen'l Passenger and Ticket Agent.**

In effect January 9th, 1883, and subject to changes.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus(*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq.*...100	2,500,000	semi-an	July '82 2	Little Miami.....50	4,637,300	q'terly	Sept. '82 2	Ware River*.....100	750,000	semi-an.	July '82 3 1/2
Ashuelot.....100	210,000	q'terly	Oct. '81 3 1/2	Little Rock & Ft. S.....100	4,006,135	.....	July '81 10 1/2	Warren (N. J.).....100	1,800,000	semi-an.	Apr. '82 3 1/2
Atch., Top. and S. Ferri.....100	54,000,000	q'terly	Nov. '82 1 1/2	Little Schuylkill*...50	2,646,100	semi-an.	July '82 3 1/2	Warwick Valley.....100	340,000	semi-an.	July '82 2 1/2
Atlanta and W. Point.....100	1,234,200	semi-an	Jan. '82 6	Long Island.....50	10,000,000	q'terly	Nov. '82 1	West Chester & Phil. pref.....100	821,300	semi-an.	July '82 2
Atlantic and St. Law*100	5,840,000	semi-an	Mar. '82 3	Louisville & Nashv.....100	19,130,913	semi-an.	Feb. '82 3	West Jersey.....100	1,350,750	semi-an.	Sept. '82 3
Augusta and Savannah.....100	1,082,900	semi-an	June '81 3 1/2	Lowell & Andover.....100	500,000	semi-an.	Jan. '82 3 1/2	Wilming'ton & Weld'n.....100	1,456,200	semi-an.	Oct. '82 3
Avon, Genesee & M'tm*100	225,000	semi-an	July '81 3	Lykens Valley.....100	600,000	q'terly	Oct. '81 2 1/2	Wil. Col. & Aug.....100	950,000	semi-an.	July '82 3
Baltimore and Ohio.....100	14,792,566	semi-an	Nov. '82 5	Manchester & Law.....100	1,000,000	semi-an	May '82 5 1	Winchester & Fitchburg*100	180,000	semi-an.	July '82 3
" pref.....100	5,000,000	semi-an	Nov. '82 5	Manhattan.....100	13,000,000	.....	.....	Winchester & Strasb.*100	74,700	semi-an.	July '82 3
Washington Br.....100	1,650,000	semi-an	Nov. '82 5	" 1st pref.....100	6,500,000	q'terly	Oct. '82 1 1/2	Worcester & Nashua. 75	1,789,800	semi-an.	July '82 1 1/2
Berkshire.....100	600,000	q'terly	Apr. '82 1 1/2	" 2d pref.....100	6,500,000	q'terly	Oct. '82 1 1/2				
Boston and Albany.....100	20,000,000	q'terly	Sept. '82 2	Marietta & Cincinnati 50	1,386,350	.....	.....				
Bos. & N. Y. Air Line pf.....100	2,795,227	q'terly	June '82 1	" 1st pref 50	8,105,600	semi-an.	Sep. '82 3 1/2				
Bos. Cl. F. & N. B. pref.....100	1,750,100	semi-an	Oct. '82 3 1/2	" 2d pref 50	4,440,000	semi-an.	Sep. '82 3 1/2				
Bos. Conc. & Mont. pf.....100	800,000	semi-an	May '82 3	Marg. Hout. & Ont. pf.....100	2,259,026	.....	Aug. '82 4	Albany City.....100	200,000	annual	.....'82 5 1/2
Boston and Lowell.....100	3,940,000	semi-an	July '82 2	Massachusetts.....100	400,000	semi-an.	Aug. '82 3	Baltimore City.....25	1,000,000	semi-an.	Oct. '82 3
Boston and Maine.....100	6,921,274	semi-an	May '82 4	Metropolitan.....100	6,500,000	q'terly	Oct. '82 1 1/2	Balt., Cat. & El. Mills.....100	.....	semi-an.	July '82 2
Boston & Providence.....100	4,000,000	semi-an	May '82 4	Michigan Central.....100	18,738,204	q'terly	Aug. '81 1	Bleeker St. & Ful. P'y.....100	500,000	semi-an.	July '82 1 1/2
Attleborough Br.....100	131,700	semi-an	July '82 3 1/2	Middlesex Central.....100	280,000	semi-an.	Aug. '82 3	Boston & Chelsea pref.....100	110,000	semi-an.	Oct. '82 3
Bos. Revere B. & Lynn.....100	49,400	semi-an	July '82 3 1/2	Mill Creek & Minchill*50	323,000	semi-an.	July '82 5	Broadway (Brooklyn).....100	250,000	q'terly	Oct. '82 6
Buffalo, N. Y. & Erie*100	950,000	semi-an	June '82 3	M. Hill & Schuyl. Hav*50	4,022,500	semi-an.	July '82 3 1/2	B'way & 7th Av. (N. Y.).....100	2,100,000	q'terly	Oct. '82 2
Camden & Atlantic.....50	377,400	q'terly	Nov. '82 3	Missouri Pacific.....100	28,169,800	q'terly	Oct. '82 1 1/2	B'klyn & Hunter's Pt.....100	400,000	semi-an.	Oct. '82 6
" pref.....50	880,650	q'terly	Nov. '82 4	Mobile & Montgomery.....100	3,622,517	semi-an.	Feb. '82 3 1/2	Brooklyn City.....100	2,000,000	q'terly	Aug. '82 3 1/2
Camden & Burl. Co.....100	381,925	semi-an	July '82 3	Morris and Essex.....50	15,000,000	semi-an.	July '82 3 1/2	Bushwick (Brooklyn).....100	300,000	semi-an.	Oct. '82 6
Canada Southern.....100	15,000,000	.....	Feb. '81 2 1/2	Mt Carbon & P't Carbon 50	282,250	semi-an.	July '82 6	Cambridge.....100	300,000	q'terly	Oct. '82 3 1/2
Cape May & Millville.....50	447,000	semi-an	June '81 3	Nashua and Lowell.....100	800,000	semi-an.	July '82 4	Can. Park N. & E. P'y.....100	1,800,000	q'terly	Oct. '82 6
Catawissa*.....50	1,150,500	annual	Oct. '81 1 1/2	Nashua & Rochester.....100	1,205,800	semi-an.	Oct. '82 1 1/2	Christoph'r & Tenth St.....100	650,000	semi-an.	Aug. '82 2 1/2
" pref.....20	2,200,000	semi-an	May '82 3 1/2	Nashv. & Decatur.....100	1,827,000	semi-an.	June '81 3	Citizens' (Phil.).....50	102,500	q'terly	Jan. '82 3 1/2
Cayuga and Susq.*.....50	880,170	semi-an	July '81 4 1/2	Nash. Chat. & St. Louis 25	3,670,325	semi-an.	Apr. '82 1 1/2	Citizens' (Phg.).....50	200,000	annual	.....'82 14 1/2
Cedar Rapids & Mo. R.*100	6,850,400	q'terly	Aug. '82 1 1/2	Naugatuck.....100	2,000,000	semi-an.	July '82 5	Coney Island & Elyria.....100	500,000	semi-an.	Oct. '82 5
" pref.....100	760,600	semi-an	Aug. '82 3 1/2	Nesquehoning Val'y*50	1,300,000	semi-an.	Sept. '82 3	Continental (Phil.).....50	580,000	semi-an.	July '82 6
Central of Georgia.....100	7,500,000	semi-an	June '82 4	N. Castle & Beaver Val'y*50	600,000	q'terly	Oct. '81 1	D. Dock, E. B'way & Batroo 100	1,200,000	q'terly	Aug. '82 4
Central of New Jersey.....100	18,563,200	q'terly	July '76 2 1/2	New London North'n*100	1,500,000	q'terly	July '82 1 1/2	Fifth Av. (N. Y.).....100	1,000,000	q'terly	Oct. '82 3
Central Ohio*.....50	2,437,950	semi-an	July '82 3	N. Y. Cen. & Hud. R.....100	89,428,330	q'terly	Oct. '82 2	42d St. & G. St. Ferry.....100	747,000	semi-an.	May '82 6
" pref.....50	411,550	semi-an	July '82 3	N. Y. & Harlem.....100	7,950,000	q'terly	July '82 4	Frank & Southw (Ph) 50	600,000	q'terly	Oct. '82 6
Central Pacific.....100	59,275,500	semi-an	Aug. '82 3	" City Line.....100	1,500,000	q'terly	July '82 4	Germantown, (Ph.).....50	579,800	q'terly	Oct. '82 2 1/2
Chemung*.....100	380,000	q'terly	July '81 1 1/2	" N. Y. Lake Erie & West.....100	77,083,900	.....	Jan. '82 6	Girard College (Ph).....50	500,000	semi-an.	July '71 3
Cheshire preferred.....100	2,155,200	semi-an	July '82 1 1/2	N. Y. Lake Erie & West.....100	8,156,825	.....	Jan. '82 6	Grand St. & Newton.....100	170,000	semi-an.	July '81 2 1/2
Chicago and Alton.....100	1,181,741	semi-an	Sept. '82 4	N. Y. N. H. & Hart.....100	15,500,000	semi-an.	Jan. '82 5	Green & Cones St. (Ph) 50	150,000	q'terly	Oct. '82 3
" pref.....100	2,245,400	semi-an	Sept. '82 4	N. Y. Trov. & Boston.....100	3,000,000	q'terly	Aug. '82 2	Hendon, Mantauk & F'm 50	150,000	semi-an.	Jan. '75 4
Chi., Burl. & Quincy.....100	55,337,455	q'terly	Sept. '82 4	Ning. Bridge & Canand*100	1,000,000	semi-an.	July '81 3	Highland.....100	600,000	semi-an.	Oct. '75 4
Chi., Iowa & Nebraska.....100	3,916,200	semi-an	July '82 4	North Carolina*.....100	3,000,000	semi-an.	Sept. '81 3	Lomb. & South St. (Ph) 25	100,000	semi-an.	Oct. '75 4
Chi., Mil. & St. Paul.....100	20,404,261	semi-an	Oct. '82 3 1/2	" pref.....100	1,000,000	semi-an.	May '81 4	Lynn and Boston.....100	200,000	semi-an.	May '82 4
" pref.....100	14,401,483	semi-an	Oct. '82 3 1/2	N. Eastern (S. C.) pref.....100	86,000	semi-an.	Sept. '82 3 1/2	Malden and Melrose.....100	165,000	.....	.....
Chi. & N. Western.....100	14,088,257	semi-an	June '82 3 1/2	Norfolk & Western pref.....100	15,000,000	q'terly	Sept. '82 3 1/2	Metropolitan (Post.).....100	1,500,000	semi-an.	July '82 4
" pref.....100	21,525,353	q'terly	Sept. '82 2	Norfolk & Western pref.....100	4,427,150	q'terly	Aug. '82 1 1/2	Middlesex (Post.).....100	650,000	semi-an.	May '82 3 1/2
Chi., R. I. & Pacific.....100	41,060,000	q'terly	Nov. '82 1 1/2	Northern Central.....50	6,152,100	semi-an.	July '82 3	N. Y. Bay Ridge & Jamaica 100	150,000	.....	Oct. '78 7
Chi. & West Mich.....100	6,151,000	semi-an	Feb. '82 3 1/2	Northern N. Hampshire 50	3,068,400	semi-an.	June '82 3	Orange & Newark.....100	282,550	.....	.....
Chi., St. P. & M. & O. pref.....100	10,300,000	q'terly	Oct. '82 1 1/2	Northern N. Jersey*100	1,000,000	semi-an.	July '82 2 1/2	People's (Phila.) pref.....25	124,744	.....	July '82 2
C. Ind., St. L. & Chi.....100	6,000,000	q'terly	July '82 1 1/2	Norwich & Worcester*100	2,604,400	semi-an.	July '82 5	Philadelphia City.....50	475,000	semi-an.	July '82 4
Cin., Sand. & Cleve. pf.....50	429,037	semi-an	May '82 3	Ohio and Miss. pref.....100	4,030,400	semi-an.	Mar. '75 3 1/2	Phila. and Parly.....20	200,000	semi-an.	July '81 3 1/2
Clev. and Mahoning*.....50	3,759,200	semi-an	Nov. '81 3 1/2	Old Colony.....100	7,333,800	semi-an.	July '82 3 1/2	Phila. & Grey's Ferry.....50	308,000	semi-an.	Jan. '82 6
Clev. and Pittsburg*.....50	11,244,336	q'terly	Sept. '82 1 1/2	Oregon R'way & Nav.....100	6,000,000	q'terly	Aug. '82 2	Phg. Alleg. & Manches.....50	200,000	q'terly	Oct. '81 3
Columbus & Xenia*.....50	1,786,200	q'terly	Sept. '82 2	Oswego & Syracuse.....100	1,320,400	semi-an.	Aug. '81 4 1/2	Ridge Avenue (Ph.).....50	420,000	semi-an.	Oct. '81 11
Colum. & Hocking Val.....100	2,500,200	semi-an	Aug. '81 208	Panama.....100	7,000,000	.....	July '82 6 1/2	Second Avenue (N. Y.).....100	1,100,500	semi-an.	July '82 4
Concord.....100	1,500,000	semi-an	May '82 5	Paterson & Hudson*100	630,000	semi-an.	July '82 4	Second & Third St. (Ph) 50	771,070	q'terly	Jan. '82 4 1/2
Concord and Ports*.....100	350,000	semi-an	July '82 3 1/2	Paterson & Ramapo.....100	248,000	semi-an.	July '82 4	17th & 19th sts (Ph).....50	250,000	q'terly	July '81 3
Conn. & Passump. Riv.....100	2,244,400	semi-an	Aug. '82 3	Pember & Hightst'n*50	342,150	semi-an.	Jan. '82 3	Sixth Avenue (N. Y.).....100	750,000	semi-an.	May '82 5
Connecticut River.....100	2,100,000	semi-an	July '82 4	Pennsylvania.....100	77,672,750	semi-an.	May '82 4	Scarsville (Poston).....100	113,000	semi-an.	May '82 3
Cumberland Valley.....50	1,292,950	q'terly	Oct. '82 2 1/2	Pennsylvania Co.....50	20,000,000	semi-an.	June '81 2 1/2	South Boston.....50	600,000	semi-an.	July '82 4
" 1st pref.....50	241,900	semi-an	Apr. '82 4	Peoria & Bureau Val*100	1,200,000	semi-an.	Feb. '82 4	Third Avenue, N. Y.....100	2,000,000	q'terly	Aug. '82 5
" 2d pref.....50	243,000	semi-an	Apr. '82 4	Philadelphia & Erie*.....50	7,013,700	semi-an.	Jan. '82 4	13th and 15th sts. Ph 50	334,520	q'terly	Jan. '82 4
Danbury & Norwalk.....50	600,000	.....	Oct. '82 2 1/2	" pfid 50	2,400,000	semi-an.	Jan. '75 4	23d street, N. Y.....100	600,000	semi-an.	Aug. '82 4
Dayton and Mich.*.....50	2,402,573	semi-an	Apr. '82 1 1/2	Phil. Ger. & Norrist'n*50	2,231,900	q'terly	Sept. '82 3	Union, Boston.....100	374,300	semi-an.	Jan. '82 4
" pref.....50	1,217,250	q'terly	July '82 2	Phil. and Reading.....50	32,726,375	q'terly	Jan. '76 2 1/2	Union, Phila.....50	1,005,000	semi-an.	Jan. '82 7
Delaware*.....25	1,668,940	q'terly	July '82 3	" pref.....50	1,551,800	q'terly	July '76 3 1/2	West Philadelphia.....50	750,000	semi-an.	July '77 10
Del. & Bound Brook*.....100	1,652,000	q'terly	Aug. '82 1 1/2	Phila. and Trenton.....100	1,250,100	q'terly	Oct. '82 2 1/2				
Del., Lack. & Western.....100	26,200,000	q'terly	Oct. '82 2	Phila., Wil. and Balt.....100	11,585,750	semi-an.	July '82 4				
Denver & Rio Grande.....100	29,160,000	q'terly	Jan. '82 1 1/2	Pittsb. W. & Chi.*100	19,714,285	q'terly	Oct. '82 1 1/2				
Den., South P. & Pac.....100	3,500,000	.....	Aug. '80 4	" Special Imp.....100	6,770,900	q'terly	Oct. '82 1 1/2				
Detroit, Lans. & Nor.....100	1,825,600	semi-an	Aug. '80 2 1/2	Pittsfield & N. Adams.....100	450,000	semi-an.	July '82 2 1/2				
" pref.....100	2,508,380	semi-an	Aug. '82 3 1/2	Portl. Saco & Portsmouth 100	1,500,000	semi-an.	July '82 3				
Dubuque & Sioux C'y*100	5,000,000	semi-an	Oct. '82 3	Providence & Worcester.....100	2,000,000	semi-an.	July '82 3				
East Pennsylvania*.....50	1,709,550	semi-an	July '82 3	Rensselaer & Saratog.....100	7,000,000	semi-an.	July '82 4				
East Mahanoy*.....50	392,050	semi-an	July '82 3	Rhode Island & Mass.....100	100,000	.....	Jan. '81 3				
Eastern (N. H.).....100	492,500	semi-an	June '82 2 1/2	Richmond & Danv.....100	3,866,000	q'terly	Aug. '82 2				
El River.....100	3,000,000	q'terly	Sept. '82 3 1/2	Richmond & Petersburg 100	1,009,300	semi-an.	Jan. '81 3				
Elmira, Jcf. & Canand*100	500,000	annual	Sep. '80 5	Roch. & Genesee Val*100	555,200	semi-an.	July '82 3				
Elmira & Williams*100	500,000	semi-an	May '82 1 1/2	Rutland preferred.....100	4,000,000	semi-an.	Sept. '82 1				
" pref.....50	500,000	semi-an	July '82 3 1/2	St. L. Alt. & T. Haute.....100	2,300,000	.....	.....				
Erie and Pittsburgh*.....50	1,998,400	q'terly	June '82 1 1/2	" pref.....100	2,468,406	.....	May '82 3				
Evansville & Terre H.....100	100,000	semi-an	Nov. '81 2	St. L. & S. Fran. 1st pref.....100	4,500,000	.....	Aug. '82 3 1/2				
Fitchburg.....100	4,500,000	semi-an	July '82 3	St. L. L. Mt. & South'n.....100	21,459,921	semi-an.	Feb. '74 3				
F. & P. Marquette pf.....100	6,000,000	semi-an	May '82 2	St. L. Jac'ville & Chic.....100	1,293,000	.....	Aug. '82 4 1/2				
Ft. W. & Jackson pref.....100	2,000,000	.....	.....								



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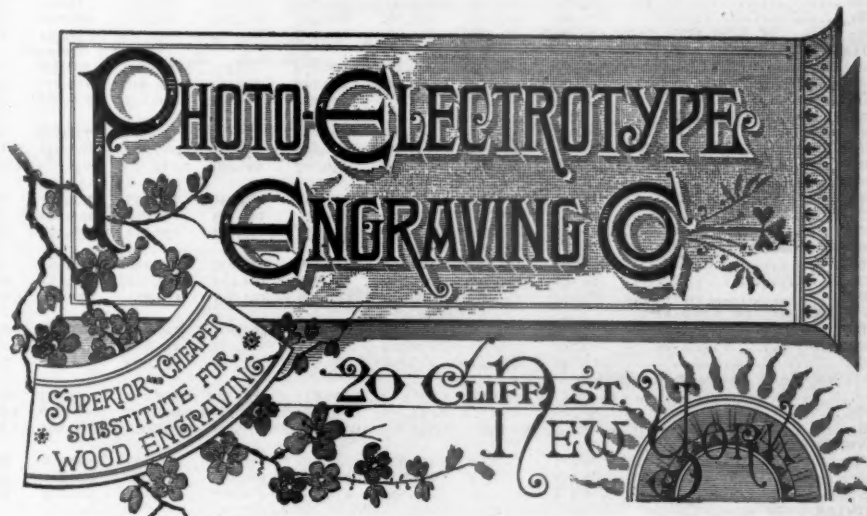
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## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>BURL., CEDAR RAP. &amp; NORTHERN:</b>													
1880.....	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,419	2,053,484
1881.....	107,750	124,510	148,551	184,680	165,630	205,912	174,351	209,112	221,801	231,748	203,880	232,812	2,259,037
1882.....	252,823	224,631	224,107	178,304	199,278	211,257	198,276	224,921	201,439	.....	.....	.....	.....
<b>CENTRAL PACIFIC:</b>													
1880.....	1,200,615	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,994,997	1,120,229	2,199,466	1,905,221	20,508,113
1881.....	1,602,907	1,454,218	1,709,638	1,872,370	2,091,411	2,159,382	1,899,340	2,088,519	2,185,303	2,507,857	2,297,971	2,225,179	24,094,101
1882.....	1,839,469	1,720,675	1,909,737	2,054,687	2,342,298	2,229,105	2,020,000	2,277,000	2,474,000	.....	.....	.....	.....
<b>CHESAPEAKE AND OHIO:</b>													
1880.....	202,335	198,681	222,762	221,559	199,443	214,352	238,236	259,110	247,303	211,820	240,795	218,009	2,674,308
1881.....	162,540	184,389	228,479	227,343	252,235	241,135	225,096	262,858	247,144	237,303	235,585	203,562	2,702,762
1882.....	209,708	208,981	227,454	227,454	255,939	260,753	306,831	371,175	305,065	.....	.....	.....	.....
<b>CHICAGO AND ALTON:</b>													
1880.....	534,054	497,013	626,473	542,961	616,128	617,524	708,906	761,120	767,349	785,199	696,776	574,695	7,718,198
1881.....	487,890	461,641	529,915	558,190	548,556	635,860	676,205	769,751	774,790	750,359	680,133	635,307	7,553,988
1882.....	570,447	530,480	584,483	571,787	553,412	613,886	671,537	800,624	881,109	.....	.....	.....	.....
<b>CHICAGO AND NORTHWESTERN:</b>													
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,671,177	1,699,686	1,767,938	2,020,245	2,105,217	1,855,671	1,477,902	19,416,007
1881.....	1,240,667	963,208	1,178,795	1,474,612	1,879,006	2,306,640	1,983,031	2,315,164	2,292,676	2,341,097	2,019,037	1,853,476	21,849,209
1882.....	1,471,945	1,606,568	1,634,819	1,634,819	2,058,133	2,022,700	2,099,755	2,497,053	.....	.....	.....	.....	.....
<b>CHICAGO, BURLINGTON AND QUINCY:</b>													
1880.....	1,432,740	1,411,870	1,732,518	1,489,894	1,909,627	1,682,956	1,773,643	1,834,321	1,862,285	1,934,762	1,837,860	1,552,018	20,454,494
1881.....	1,307,948	1,034,821	1,418,149	1,574,371	1,679,455	2,083,803	1,888,358	2,173,945	2,262,981	2,031,001	1,816,133	1,905,490	21,324,150
1882.....	1,658,834	1,457,300	1,566,217	1,530,838	1,505,261	1,437,164	1,625,006	.....	.....	.....	.....	.....	.....
<b>CHICAGO, MILWAUKEE AND ST. PAUL:</b>													
1880.....	764,298	738,749	900,675	871,041	1,134,745	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,397,308	13,086,119
1881.....	990,847	682,717	916,989	1,259,946	1,538,491	1,729,811	1,568,706	1,678,361	1,644,676	1,590,000	1,569,000	1,855,000	17,025,462
1882.....	1,435,000	1,377,000	1,561,000	1,518,000	1,629,000	1,620,000	1,465,000	1,545,000	1,950,000	.....	.....	.....	.....
<b>CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA:</b>													
1880.....	193,827	173,078	259,783	259,208	232,146	218,093	232,995	251,013	300,833	342,052	342,894	312,173	3,122,097
1881.....	257,786	158,594	251,648	261,211	350,124	404,562	383,202	385,586	373,370	382,714	380,733	391,950	3,981,266
1882.....	307,498	315,100	405,779	356,558	406,420	363,109	331,480	394,558	483,462	.....	.....	.....	.....
<b>CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHICAGO:</b>													
1880.....	155,697	172,541	198,220	186,199	186,995	200,332	204,138	233,478	343,627	239,881	209,014	198,254	2,412,185
1881.....	182,523	171,511	191,005	183,710	191,056	192,209	177,161	229,858	228,653	212,606	194,805	192,623	2,296,916
1882.....	200,042	186,879	208,066	204,269	199,110	195,948	209,564	.....	259,379	.....	.....	.....	.....
<b>DENVER AND RIO GRANDE:</b>													
1880.....	124,759	126,022	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,007
1881.....	307,476	317,681	398,493	433,111	514,767	584,230	584,284	606,193	589,287	665,686	566,819	643,417	6,206,812
1882.....	491,914	412,987	535,055	559,917	614,298	537,462	495,797	574,040	595,306	.....	.....	.....	.....
<b>HANDBELL AND ST. JOSEPH:</b>													
1880.....	176,079	166,065	216,061	206,735	191,317	179,396	224,312	238,081	233,448	242,214	207,147	279,635	2,561,366
1881.....	154,401	122,874	176,356	190,812	172,950	190,740	201,899	210,240	215,103	313,433	201,782	180,376	2,239,961
1882.....	138,284	154,717	168,798	148,913	154,917	155,030	184,347	258,628	239,196	.....	.....	.....	.....
<b>ILLINOIS CENTRAL:</b>													
1880.....	595,212	613,806	613,008	535,732	665,120	681,736	724,095	722,755	806,836	880,211	783,120	673,182	8,304,812
1881.....	816,281	524,499	557,789	662,493	673,259	803,887	720,004	868,407	828,847	815,238	737,218	763,475	8,586,397
1882.....	728,173	689,387	695,371	674,603	674,749	663,746	752,251	813,600	828,238	.....	.....	.....	.....
<b>INDIANA, BLOOMINGTON AND WESTERN:</b>													
1880.....	80,498	89,690	116,185	90,374	85,733	106,954	103,438	116,732	110,622	121,343	96,621	104,619	1,233,079
1881.....	90,283	83,261	192,085	207,000	200,064	199,840	199,125	272,114	247,932	181,674	160,826	156,697	.....
1882.....	195,824	175,755	206,235	205,934	182,554	186,133	206,072	278,814	273,100	.....	.....	.....	.....
<b>LOUISVILLE AND NASHVILLE:</b>													
1880.....	674,455	575,035	612,593	563,883	655,014	976,229	772,537	827,088	931,910	1,000,326	953,086	949,184	9,491,346
1881.....	816,960	805,124	947,959	850,862	828,726	1,227,885	817,135	876,192	951,566	1,002,950	1,065,223	1,122,285	11,326,859
1882.....	950,005	960,036	1,073,745	950,007	946,435	1,187,385	1,038,385	1,030,385	1,107,985	.....	.....	.....	.....
<b>MOBILE AND OHIO:</b>													
1880.....	250,116	204,094	168,301	140,091	129,249	121,855	131,621	140,593	184,246	264,714	251,368	287,373	2,373,621
1881.....	224,347	216,768	236,916	136,551	145,803	136,517	135,542	160,789	210,262	252,921	252,434	262,025	2,406,437
1882.....	161,433	158,154	152,051	145,272	137,645	132,572	136,398	140,443	160,030	.....	.....	.....	.....
<b>NASHVILLE, CHATTANOOGA AND ST. LOUIS:</b>													
1880.....	205,633	191,154	169,457	155,466	158,839	144,155	151,594	169,326	167,473	178,266	182,087	175,966	2,049,484
1881.....	178,143	190,866	207,710	154,430	104,430	154,549	150,430	168,317	179,979	172,121	152,059	173,127	2,075,256
1882.....	156,994	159,961	161,005	154,155	137,645	119,074	160,991	1,036,385	.....	.....	.....	.....	.....
<b>NEW YORK AND NEW ENGLAND:</b>													
1880.....	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	235,642	215,491	210,856	198,108	2,396,302
1881.....	189,749	173,614	212,019	217,913	217,185	231,518	246,821	280,524	299,573	261,199	242,412	237,729	2,809,255
1882.....	213,840	217,261	265,222	263,544	283,244	290,060	328,920	353,726	338,490	.....	.....	.....	.....
<b>NEW YORK, LAKE ERIE AND WESTERN:</b>													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,224	16,509,127
1880.....	1,290,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,780,417	1,899,910	1,799,338	1,726,788	19,149,361
1881.....	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	1,734,200	.....	.....	.....	.....
<b>NORTHERN CENTRAL:</b>													
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881.....	386,157	382,657	452,906	487,273	465,588	487,273	440,811	498,008	429,565	449,664	487,160	476,622	5,443,697
1882.....	407,368	413,551	430,194	435,129	482,607	482,752	509,683	667,488	.....	.....	.....	.....	.....
<b>NORTHERN PACIFIC:</b>													
1880.....	81,390	77,259	119,357	185,700	217,613	253,105	241,277	223,500	330,300	358,456	300,822	220,993	2,609,710
1881.....	116,508	78,803	162,084	216,210	212,705	412,024	393,260	434,085	534,363	565,485	428,993	434,331	4,044,576
1882.....	239,800	269,000	384,000	438,000	568,332	631,342	679,240	727,377	789,700	.....	.....	.....	.....
<b>PHILADELPHIA AND ERIE:</b>													
1880.....	224,307	245,372	327,678	334,947	311,470	331,024	308,699	347,532	322,737	367,082	324,966	281,919	3,727,733
1881.....	224,303	225,501	285,573	293,323	343,792	350,585	291,669	303,849	276,322	292,392	284,078	282,772	3,454,309
1882													



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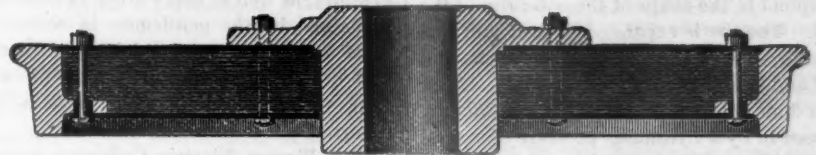
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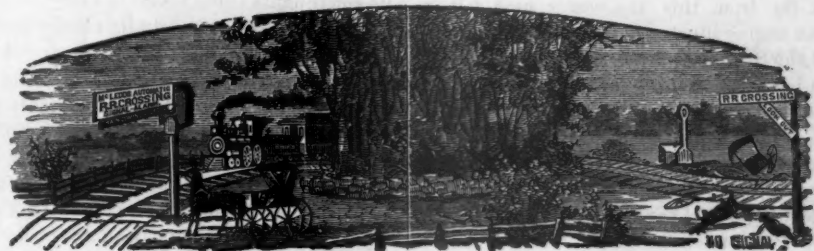
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The company can shortly fill orders to place it on any railroad, and invite communication from Railroad Officials from all parts.

**MCLEOD AIR RAILROAD SIGNAL CO.,**  
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## OUR BOSTON LETTER.

(From Our Special Correspondent.)

IN accordance with the promise of his last letter, the JOURNAL man again sallied forth to finishing the Railroad part of the New England Manufacturers' and Mechanics' Institute Fair, in order that the JOURNAL might retain its ancient reputation of always keeping its word. One of the first exhibits fallen in with was the Cooper Patent Cushions and Steel Wheels, manufactured by the Boston Standard Wheel Company, who have a creditable display in the further gallery from the entrance. They manufacture an easy-riding wheel warranted to run 500,000 miles. The body of it is made of the best car wheel iron in one piece, and is provided with a recess, upon its outer rim, of sufficient depth and width to receive a corresponding projection on the inside of the tire, leaving between the wheel and tire ample space for the rubber cushion. The tire is made of steel, and is so shaped on the inside as to correspond to the shape of the outer rim of the wheel. The tire is expanded by heat and put upon the wheels; it cools as it contracts, and wheel and tire fit together inseparably. After this is done rubber, prepared by vulcanizing, is forced in by a hydraulic pressure of several hundred tons. This being done, the wheel is complete. This combination of a steel tire and a rubber combination between it and the wheels make the running of a car wear much less on the rail, and makes it run easily. It is a very good thing and over 1,000 of them are now in use, and several prominent railroad men recommend them from experience. Directly under this exhibit is a Brayton Petroleum Engine doing good work and at small expense.

Not far from this the writer next fell in with an engine illustrating the practical working of the Siebert Cylinder Oil Cup Company, which have a good thing for oiling the piston-head of an engine while it is working at full speed, which must be a great invention for locomotive uses. By it the steam coming from the boiler passes through a short condensing pipe turning at right angles, and going through a pipe for condensed water, which it drives under the oil in the oil cup, crowding the oil, which is lighter than water, up until it is forced down through a small pipe, whose open top is near the top of the oil cup, from which it passes through a glass tube so that it can be seen to be working all right, and from that it joins the steam and passes with that into the cylinder, keeping the cylinder head and packing constantly moist and in good condition. Quite near this exhibit is that of the Crosby Steam Gauge and Valve Company, with all their inventions, making one of the most interesting exhibits to one fond of mechanics which is to be found in the hall. It is, with the exception of a patent oil cup, essentially a display of record-keeping instruments, by which a man may know all about the steam which is doing his work for him. There is here to be seen an immense assortment of steam gauges, from one the size of a watch to the father of gauges, 37½ inches in diameter. There are water, steam and vacuum gauges, *ad libitum*; engine regis-

ters, by which the number of revolutions of a trip are told; a crank index, on which a pointer shows just how far around a crank may be, so all trouble caused by stopping on the center is done away with. Also a steam thermometer for measuring the temperature of steam. This company here show an automatic self-closing glass gauge tube, by the use of which all danger of explosions is obviated, as upon the breaking of the glass the steam is instantly shut off. A new single valve chime steam whistle is also manufactured by this company, which is divided into three chambers, each producing a different tone, having all the effect of the triplex whistle in such common use. They make also the Victory Lubricator, for which they claim great things. This is rather more simple than the Siebert, and the relative merits of the two are warmly discussed, some preferring one and some the other. An improved plain meter and a nicely adjusted instrument called an indicator, for showing what the steam is doing inside of a cylinder, as well as many other inventions, are explained by the gentleman in charge, who must resemble Job of old in the equanimity with which he stands the numerous and oft-times foolish questions which passers-by and reporters put to him.

The Weston Electric Company have just erected a 150 foot tower, outside the main entrance to the fair, and put upon it 16 arc lights of 2,000 candle power each, and it does good service in preventing collisions among the throngs of vehicles and street cars always congregated here. The whole electric display of the fair is one of the best ever held in this country. The Weston, Thompson-Houston and Edison incandescent competing for the honors. The Edison display is very complete, its small lights being found in every room and corner, in chandeliers, student lamps and over desks and machinery, and is pronounced a success by all who stop to examine it. The Weston people have a number of arc lights about the hall, and the Thompson-Houston, of New Britain, Conn., have theirs also. A fine thing about their lamps is a patent automatic governor, so that if one light gets out of order the current will regulate itself to the demand, even lowering from 28 lights to 1, if necessary. The main pulley of their engine had belts 3 deep over it, each of them extended to a different sized wheel on the dynamos. Of course to do this the machines must set in a line and the largest one be furthest away, saving the use of considerable counter-shafting. The arrangement worked first rate.

Near these machines there was a display of Korting's Jet Apparatus, condensers and injectors, new in design.

The above and my previous letter cover the bulk of the railroad exhibits, under which class the electric lights come, as the time is not far distant when steam cars will be lighted with it, and even now depots and freight yards find it very useful. As regards the remainder of the Fair, it is full of interest and should be visited by all who go to Boston, let their interests be what they may, and they will discover speedily that many things are used in this world about which they had no idea.

## CINDERS.

After a silence of six months the New York and Boston Inland Railway comes to the surface again. This time they have submitted papers to the Railroad Commissioners for them to examine and will soon apply to the Legislature for a location in Boston.

At the present time the Eastern Railroad and the Boston, Revere Beach and Lynn Railroad are having a lively fight for business. Bad feeling had been gathering for some time, and now it is so bitter that each road is running for five cents a fare—Boston to Lynn, 9 miles. Each claims that they will hold out, but the Eastern is losing money, while the Boston, Revere Beach and Lynn carried 30,000 people last Sunday.

A new Pullman car which cost \$20,000 has been sent here by Mr. Pullman for President Arthur to go to the mountains in. It is very handsome.

The New York Railway line managers are making efforts to reduce the rates on cotton low enough to take the business away from the water lines, who at present take the larger part of it coming to Boston. At a meeting held here last Saturday, the 7th, a friendly agreement was entered into by all concerned, it being to charge lower rates to competing points and higher to others.

The New York and New England Railroad pays its freight conductors an average of \$79.25 per month, and the brakemen, \$50.88.

The Boston and Providence Railroad is having great success with the Pintsch system of lighting cars. The light is made from crude petroleum, and a tank of 344 feet of gas is fastened under the car. The gas is compressed into this at a pressure of 127 pounds to the inch. From this tubes lead over the car to the gas-burners as in a house. So far it has given universal satisfaction to all who have witnessed it. Other railroad superintendents have been to see it, and its early adoption on the cars of other lines is looked for.

Since my last letter the railroad year in this State has closed, and the auditors are busy getting their accounts ready for the Commissioners October 31st. All roads leading from here report a heavy business and increased earnings for the year ending September 30, 1882.

It is always a reason for great complacency in an individual for him to feel that he is of great use to the traveling public, and that if he should die the world would remain in a state of helpless ignorance and unutterable darkness on account of his untimely end. In a car coming over the Fitchburg Railroad the other day was one of those public nuisances, who felt it to be his duty to read at every station the train stopped, in a loud voice, so as to be heard all over the car, every sign which was in sight, so that his fellow travelers might have a full knowledge of the route. At Lincoln station this useful and kind individual first spelled out the name of the station, then read through the Western Union Telegraph sign, followed by the signs on the doors indicating the gents' and ladies' rooms, after which the lettering of the baggage truck was perused, and the names and numbers of all the freight cars in sight. At this stage the train pulled out into the woods, and there being nothing more of public interest in sight the people in the car had a rest.

"CURTIS."



# AMERICAN Railroad Journal

ESTABLISHED 1881.

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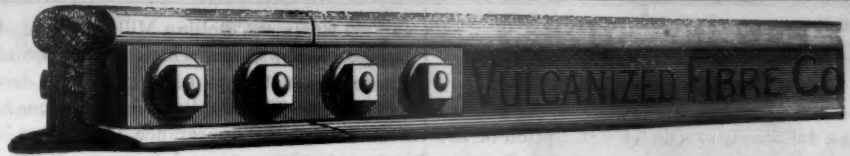
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HAS ASSUMED NEW PROPORTIONS.

We are amply justified in reducing the price from its old time rate of \$5.00 per year to \$3.00, on account of the numerous indications we are receiving of late of the increased interest that is being taken in the JOURNAL, which warrants us in believing that the sacrifice we make in price will be much more than compensated for by the promised liberal increase in the number of subscribers. It is gratifying to us to know that the alterations made in the Journal during the past year are meeting with such general favor as is expressed in the frequent words of commendation and congratulation sent to us from old and new readers, and we feel called upon to try in every way to merit their approval and to spare no pains to place the paper before as many as possible of those who might derive benefit and profit from it. During its fifty years' experience the JOURNAL has been highly favored by an especially choice class of readers, counting among its subscribers some of the most noted banking houses, commercial bodies, financiers, and railroad men of this country and Europe. Its aim in the future will be to prove itself of more value and interest than ever to its patrons of many years standing, while by its new features it makes itself of service and interest to a broader field and to more varied departments of life and business. We desire to make the JOURNAL as useful and welcome as possible to our readers and advertising patrons, and to this end we hope to have our columns of correspondence, communications and general information full and diversified. The columns we have devoted to general communications have proved especially interesting and popular of late, and we are pleased to have our readers favor this department with suitable contributions.

We give on editorial page our new subscription rates, which are so changed in the belief that it will not only prove acceptable to many who desire to become regular readers of the paper, but that it will meet with the hearty approval of our advertising patrons, who are rapidly filling up the pages offered to them since the improvements in the JOURNAL have been started.

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NEW YORK.

## NEW INVENTIONS.

## Self-Acting Car-Coupling.

THE following is a brief description of the Martin & Dickenson Automatic Car-Coupler, which is one of recent invention. It embraces the addition to the old link and pin (that is universally used), of a ratch block, in which the end of the link is placed before the coupling is ready; also a tumbler on which rests the end of the pin. As soon as the link enters the drawhead the tumbler is thrown out of place, and the pin at once drops through the link and makes the connection. There is also provided an iron rod running across the end of the car and hanging perpendicularly at each end, forming a handle. On the center of this rod is firmly fixed a segment, the grooved edge of which hangs right over the coupling-pin, and a chain, the end of which is attached to the coupling-pin, and passing over the grooved segment to which it is firmly fastened, and again to an iron rod running to the top of the car, so it can be coupled or uncoupled from the top or sides of the car and no accident can happen, as the link is always first set at the regular angle, and the brakeman moves out from between the cars before they come together. The coupling is done as quick as thought, and makes the best, safest and simplest automatic freight-car coupling in existence. Patents applied for in all countries. For any further information, terms, etc. address Wm. H. Martin, Mgr., Mobile, Ala.

## A New Shaft Coupling.

ALL those having had experience in driving machinery where a constant and perfectly uniform motion is required, know the difficulty of overcoming the inequality of crank motion, especially with cut-off engines, where a long stroke and slow to medium travel of piston are essential to economy; the impetus given by the full pressure of steam in the first quarter of stroke, followed by the lessening pressure toward the end of stroke and ending at O, at the dead center, causes a pulsation which no fly-wheel, however massive, can entirely overcome. This difficulty has caused the use of rigid connections and gearing to be abandoned for the more expensive, and in many respects less effective, use of belting. There has recently been patented in the United States and Canada a Shaft Coupling that entirely overcomes this difficulty.

It consists of a shell having two or more concentric pockets which are filled with rubber. The opposite sections of shell are cut away to allow the arms of the other half of coupling to enter, which said arms radiate from a hub and at their ends are bent concentric with hub, so as to fit into the pockets in shell, and their faces bear on the rubber filling, by the compression of which a large amount of elasticity is obtained, which is taken up and given out as required, relieving the driven machinery entirely from backlash and jerk, which is so destructive not only to the quality of the work but to the machinery itself.

The same device is useful, also, where the work to be done is of an irregular nature, such

as Trip Hammers, Rolling Mills, Gang or other Reciprocal Saws, etc., which by their backlash are so destructive to belts and other driving machinery. The coupling when together has a neat and finished appearance, is a perfect lock, has no tendency to end pressure, keeps the opposite ends of shaft concentric, and in all respects is a good, cheap and practical appliance and will prove a great saver in the wear and tear of machinery, belting, etc., besides producing a better quality of work in many instances.

The Patentee is Mr. C. Barber of Meaford, Ont., Canada, who will be happy to supply all information asked for, and fill orders promptly.

## Porter's Automatic Car-Coupler.

WE give, in as few words as possible, a description of the Automatic Car-Coupler invented by Mr. A. A. PORTER, of Griffin, Ga.

The device couples both and uncouples automatically. It is equally adapted for long, short and crooked links, any kind in fact, and is intended for use in the common draw-heads. The device contains a spiral spring, nicely encased within it, which, with the aid of a small pin that goes through the neck, or stem, of the drawhead, holds the link adjuster in its place. The pin rests on the link adjuster, and when the car backs up, the link pushes back the adjuster, the pin drops and the coupling is effected. Uncoupling seems to be equally easy. It is provided for by means of a lever in each corner of the car. One of these levers being depressed, the pin is thereby raised and the cars uncoupled. When this has been accomplished the pin rests on the link adjuster ready for recoupling. PORTER'S AUTOMATIC CAR-COUPLER is accompanied by the means of detaching a car without stopping the train. This is simply the addition of a cord with eye, and a pulley. The cord is fastened at the end of one of the levers, before mentioned, through the eye, and comes down under a pulley. Pulling the cord uncouples the car without stopping the train.

## Dawson's Automatic Car-Coupler.

THIS is the invention of W. J. Dawson, of Lawrence, Kansas. A patent upon it was issued on the 19th ult. Mr. Dawson claims for it, on the authority of many railroad men, that it is the best and simplest device of the kind yet patented. It is described as being cheap, strong and simple, durable as the car itself, and not liable to get out of order, because no spring is used in its construction; it can be applied to every kind of a drawhead now in use. The Dawson coupler has been in actual use on the Union Pacific Railway during several months past, and is attached to some of the caboose cars on the same road. The inventor is willing to allow it to be fully tested on any railroad, and will give a right for its introduction to the first company which adopts it.

Mr. Dawson claims for his coupler that it can be used for coupling with any car not provided with it, because the link can be raised or lowered to enter the drawhead so that its (the drawhead's) height makes no difference. The raising or lowering of the link is effected by

the brakeman without his going between the cars, and the same link, pin and drawhead now in use can be continued in use in connection with the new coupler. Dispensing with the use of the hands in coupling, and preventing the possibility of injury to the brakeman, Mr. Dawson believes that, these advantages being taken into account with those already mentioned, his is the best and most economical automatic car-coupler yet invented. He invites any company to test it thoroughly, and will make no charge for the experiment. His address is: "W. J. Dawson, Box 738, Lawrence, Kansas."

## Philadelphia and Reading Railroad.

THE *Philadelphia Record*, after referring to the fact that Friday, October 6, was the last day upon which the stock of the Philadelphia and Reading Railroad Company could be registered in order to be eligible for voting purposes at the next election for officers of that company in January next, says:—

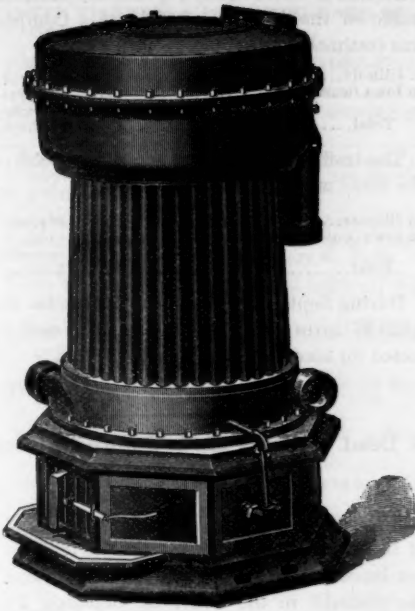
"There is at present no organized opposition to Mr. Gowen for the presidency, and it is thought that there will not be. The vote will not be large, and the election, therefore, will be spiritless. Mr. Gowen has been in Europe over four months, engaged in placing his financial schemes, and has been successful in realizing about \$8,000,000 on his deferred bonds, with which he has released valuable collateral pledged for floating debt and met interest accounts which were imperative. His 5 per cent consols have not been so successful, and there are rumors coming from reliable sources in Europe that he has absolutely failed in negotiating his loan. His friends, however, state that he has not failed, but is only awaiting better offers than those that have been made him before finally accepting. The absence of organized opposition to his re-election and the prosperity of the road will relieve Mr. Gowen of any anxiety concerning his absence from America, and, according to the statement of his friends, he will probably not return to this city until within the shortest reasonable time before the election, thus gaining opportunity with additional time to present the merits of his consolidated loan. There have been within the past few days some large blocks of the stock of the company transferred to New York account, and to such quarters as to point suspiciously to a sudden opposition to Mr. Gowen, which may not manifest itself until the day of election. It is intimated that the purchases were for Mr. Gould, who has a grievance against Mr. Gowen for the defeat he sustained at the hands of the latter gentleman in the Jersey Central contest. Within the past three days 28,000 shares of Reading stock have been transferred to the account of Mr. Vanderbilt, which is interpreted by many as meaning that that gentleman intends to protect Mr. Gowen in the event of an opposition to his election."

[Ottawa Free Press, Oct. 4th, 1882.]

MR. JAMES J. WHITE, of this city, has been appointed to the charge of the Canadian Department of the AMERICAN RAILROAD JOURNAL. Mr. White is an active and thoroughly competent journalist, and will add considerably to the editorial strength of the JOURNAL by his long experience and practical ability.



# THE SALMON CAR HEATER



"36 per cent of coalsaved and the car kept noticeably warmer!"

by using **THE SALMON CAR HEATER**.  
It Insures Safety from Fire in case of Accident,  
Economy in Fuel and **RAPID CIRCULATION**. It heats quickly, is **SELF-REGULATING**, and can be used for  
either **STEAM OR HOT WATER**.

The Water Tubes do not come in contact with the Coals, but occupy the Smoke Flue in such a manner as to absorb the greatest amount of heat from Coal in a low state of combustion without danger of chilling the fire.

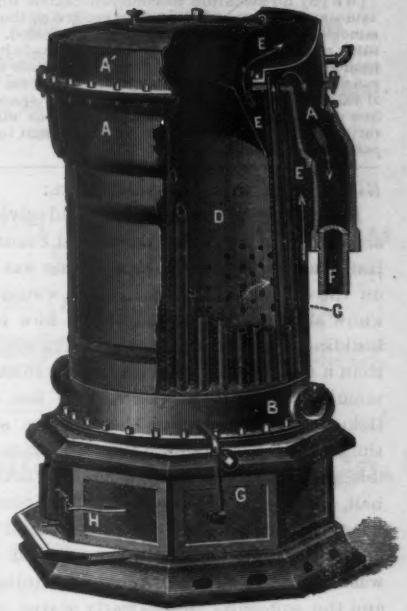
Once filled with coal the fire will last from 24 to 60 hours, according to weather, without replenishing, as proved by actual test.

At the last "Mechanics' Fair" it received the Silver Medal, being the highest award to heaters of any kind.

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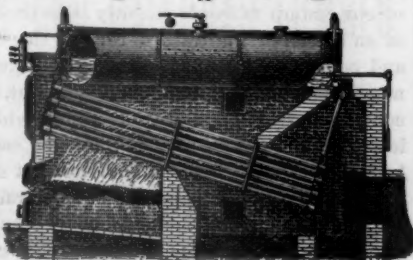
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Office: 28 South 3d Street.

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At the Melbourne International Exhibition, Australia, 1880, and at Adelaide, 1881.

PATENTED

NOV. 7,  
1876.



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ticket in use.

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Any of our readers who will enclose two 3 cent stamps in a letter to the **Columbus Buggy Co., Columbus O.**, will receive in return a beautiful engraving in colors, representing an **Australian scene**, and their manner of travelling in that country with **Ostriches** as a motor. They give this picture (the packing costing six cents) to all who may send for it, desiring in this manner to make themselves more widely known to the people.

[Mention this paper].

## CORRESPONDENCE.

[We pay no attention to communications unless the name and address of the writer are given, though the name will not be published if so requested. We assume no responsibility for statements made by correspondents, and we do not necessarily endorse ideas advanced by them. Under these conditions we think it of value to our readers to devote a liberal space to the free discussion by others—whose opinions may be at variance with our own—of subjects pertinent to our department of journalism.]

## Editor AMERICAN RAILROAD JOURNAL:

I would be pleased if you could give me an account of the old New Castle and Frenchtown Railroad. I believe the first engine was placed on the track in June, 1831, and I would like to know all about its organization, how long in building, the fare, etc. I use to live within less than a mile of that road in 1836 to 1840. I remember Capt. R. H. Barr, who use to sell tickets and then collect them before starting the trains. I used to see the signal men do the telegraphing by going up a pole and hoisting a ball, a flag, etc., as per regulation. I remember when the first steam whistle was used on an engine; it must have been Jan. 1838 or '39. I was with some others in the field shining corn; and the squeeling thing nearly scared me out of my wits. I believe only about seven miles of the original road is in use, now forming a part of the Delaware Railroad. I remember the old (slaves) darkies, who use to catch hold of the cars to break the speed when coming into the depot, sometimes sticking a piece of wood between spokes of the car wheels.

C. E. L.

CARTERSVILLE, Ga., Oct. 7, 1882.

## Editor AMERICAN RAILROAD JOURNAL:

GENTLEMEN:—In regard to my method of feeding boilers of locomotives, I do not claim that it is new. I only claim an improvement in connection with the injector. The great drawback and objection of the injector with railroad men is its liability to "break," as we term it, and it is most apt to occur when on a fast run, and that is the time it is most needed to be all right—it generally occurs when the engine is running fast over rough places in the track or "lurches" going round sharp curves, causing a check in the flow of water through the hose to the injector. My improvement consists of a cone-shaped air chamber connected to the feed pipe near the hose coupling, standing between the feed pipe and frame of engine, from 12 to 14 inches long, and 8 to 10 inches in diameter at top, tapered toward the bottom to screw into a pipe T the same size as the feed pipe. The benefit of this arrangement is, that when the water is turned on from the tender, it flows through the pipe into the chamber, rising into it high as the air will allow it, compressing the air in the chamber according to the weight of water in the tender. In addition, when the engine makes a "lurch" it checks the flow of water from the tender, then the air in the chamber forces the water down into the feed pipe, thereby keeping up a supply of water to the injector until the supply is restored from the tender. Roads that are not well ballasted find the injector worthless when going at a high rate of speed, and most of them have to keep one pump on their engine to be used at such times. Hoping you may think this

of sufficient interest to your many readers to cause you to publish it, I remain, Yours truly,

W. H. TURBENTINE.

COMPANY'S SHOPS, N. C., Oct. 3d, 1882.

## List of Recent Patents for Inventions Relating to Railway Interests.

- 265,248. Car-coupling: William Coughlan, New Haven, Conn. Filed April 18, 1882.  
 265,257. Railway-Switch: Seth Goodhue, Wilmot, N. H. Filed April 14, 1882.  
 265,262. Car-Wheels: Thomas B. Howe, Scranton, Pa. Filed July 29, 1882.  
 265,271. Peripheral Runner for Cars: James E. Miller, Brooklyn, N. Y. Filed Jan. 30, 1882.  
 265,273. Underground Cable for Street-Car Propulsion: Laurence Myers, Philadelphia, Pa. Filed Dec. 19, 1881.  
 265,264. Car-Heating Apparatus: Daniel D. Sewall, Augusta, and James H. Sewall, Portland, Me. Filed Apr. 27, 1882.  
 265,285. Nut-Lock: Samuel E. Shute, Richmond, Ind., assignor of five-eighths to Elliott Holbrook and Edward Cockayne, both of same place. Filed Mar. 22, 1882.  
 265,318. Car-Coupling: Benedict Hickok, Buffalo, N. Y., and John H. Putnam, Tloga, Pa., assignors of one-third to Robert C. Hickok, Buffalo, N. Y. Filed June 17, 1882.  
 265,336. Car-Heater: Thomas S. Page, New York, N. Y., assignor to James E. Gregg, Santa Fe, N. Mex. Filed Dec. 6, 1881.  
 265,343. Spark-Arrester: Lewis C. Sparks, Philadelphia, Pa., assignor to himself and Charles Zane and Andrew Zane, Jr. Filed May, 10, 1882.  
 265,366. Apparatus for Changing Car-Trucks: Geo. W. Atkinson, Petersburg, Tenn. Filed Aug. 21, 1882.  
 265,374. Car-Axle Box: Isaac F. Bissell, Brooklyn, N. Y. Filed July 3, 1882.  
 265,388. Locomotive: Ezra Coleman, New York, N. Y. Filed Feb. 9, 1882.  
 265,393. Car-Coupling: Thomas A. Cullinan and Augustus W. Baldwin, Junction City, Kan. Filed May 14, 1882.  
 265,405. Car-Coupling: Henry A. Gibson, Otterville, Mo. Filed June 22, 1882.  
 265,406. Car-Coupling: Eli H. Goodwin, Antons, Kans. Filed June 13, 1882.  
 265,426. Car-Coupling: Uriah Long and John J. Quinn, Denver, Colo. Filed July 19, 1882.  
 265,427. Freight-Car: Alexander Morison, Alpena, Mich., assignor of one-third to D. E. Thomas, same place. Filed June 2, 1882.  
 265,440. Car-Coupling: Frederick H. Rudd, Hebron, Nebr. Filed Mar. 30, 1882.  
 265,479. Railway Rail Coupling: George W. Baker, St. Louis, Mo. Apr. 12, 1882.  
 265,533. Car-Coupling: Theodore Mosher, Albany, N. Y. Filed Apr. 1, 1882.  
 265,538. Railroad: James M. Reid, Allegheny, Pa. Filed Feb. 20, 1882.  
 265,543. Tie-Bar for Railroad-Rails: E. Daniel Samain, Pierceville, Kans. Filed Mar. 1, 1882.  
 265,547. Car-Starter: Geo. W. Smith, Boston, assignor of one-half to Benjamin F. Smith, Somerville, Mass. Filed Apr. 22, 1882.

THERE was quite a discussion in a car on one of our eastern railroads recently as to the right of an official of the train to remove the valise and coat of an occupant of a seat—a gentleman who was then temporarily absent. He contended that he had that right, while a learned Judge, who was in the same car, on being appealed to, decided that the first occupant was entitled to his seat. On a railway train in Canada, also, the claim of an occupant to a seat, whose baggage had been removed by an official to accommodate another person, was sustained, and it was returned and he resumed his seat.

ADVERTISEMENT in the RAILROAD JOURNAL.

## Illinois Central Railroad.

DURING the month of September, 1882, the traffic on the lines operated by this Company was (estimated):—

In Illinois.....	\$643,494 00
In Iowa (leased lines).....	184,744 00
Total.....	\$828,238 00

The traffic for the same month in 1881, on the same mileage, was (actual):—

In Illinois.....	\$646,410 57
In Iowa (leased lines).....	182,437 30
Total.....	\$828,847 87

During September, 1882, the land sales were 3,828.97 acres for \$17,447.20, and the cash collected on land contracts was \$16,706.43.

L. A. CATLIN, Secretary.

## A Deed of Trust Made Before Marriage Declared Void.

THE equity suit of Honora T. Baird, widow of the late James Baird, against the trustees of her husband's estate, was decided in favor of the plaintiff in the Court of Common Pleas No. 4, Philadelphia, on the 7th inst. Mrs. Baird sought to have set aside a deed of trust made by her husband disposing of his property to the benefit of his children by a former marriage and cutting his wife out from participation in his estate. Baird inherited property valued at nearly \$100,000, and executed the deed of trust a few days before his engagement. The Judge declared that the husband had no right to make a deed that would prejudice the rights of his wife. If it were made in ignorance of its effect upon the rights of his intended wife it would be declared to be void upon that ground. If it were made with knowledge of its effect, then it was a fraud upon her just expectations and her conjugal rights. Continuing, Judge Ludlow said: "It not necessary in the present case to find that actual fraud was intended either by James Baird or by the Trustees who procured him to execute this deed. The weight of the evidence appears to be that it was not; but the deed is nevertheless a fraud in law. No discussion is therefore necessary of the remaining point relative to the alleged testamentary character of the deed to the Trustees."

In Europe electric railways are growing rapidly in public estimation, not only on the Continent, but in Great Britain. Already 100 miles of electric transit are in operation, and there is every probability of the total mileage being considerably increased before the end of the present year.

THE United States Treasury Department at Washington has decided to act in accordance with the decision of the Circuit Court at San Francisco relative to the right of Chinese subjects to visit the United States under the recent act of Congress. This decision was substantially that the statute must be made to harmonize with the Chinese treaty, and that the law cannot be construed as forbidding the landing of merchants, travelers, students, &c., they not being laborers.



## BUSINESS CARDS.

**ALLEN PAPER CAR WHEEL CO.**, 240 BROADWAY, New York.

**BROWN BROTHERS & CO.**, BANKERS AND BROKERS, 59 Wall Street, N. Y.

**BABCOCK & WILCOX CO.**, WATER TUBE STEAM Boilers, 30 Cortlandt Street, N. Y.

**BROWN MANUFACTURING CO.**, ABSORBENT Wiper Cloths, Providence, R. I.

**BEARDSLEY, D. N. & CO.**, MANUFACTURERS OF Superior Oak and Chestnut Lumber, and Railroad Ties, 9 Murray Street, N. Y.

**CHESTER STEEL CASTING CO.**, MANUFACTURE Steel Castings, Cross-heads, Rocker-arms, Piston-heads, etc., for Locomotives, 407 Library St., Phila., Pa.

**DAVIDS, JOHN B. & CO.**, WRITING INKS, 184 William Street, N. Y.

**DAVIS, JOHN H. & CO.**, BANKERS AND BROKERS, 17 Wall Street, N. Y.

**DODGE & SINCLAIR**, MANUFACTURERS OF Rubber and Leather Belting, 21 Park Row, N. Y.

**EVANS, GEO. A.** IRON AND STEEL RAILS, 74 WALL Street, N. Y.

**EAGLE TUBE CO.**, BOILER TUBES, 614 to 626 WEST Twenty-fourth Street, N. Y.

**JAMES VACUUM BRAKE CO.**, RAILWAY TRAIN Brakes, 15 Gold Street, N. Y.

**FAIRBANKS & CO.**, STANDARD SCALES, RAILROAD and Warehouse Trucks, and Copying-presses, 311 Broadway N. Y.

**GORDON & DUGGAN**, RAILWAY SWITCHES, 28 State Street, Boston, Mass.

**GUEST, WM. A. & CO.**, IRON AND STEEL RAILS, 41 and 43 Pine Street, N. Y.

**GEORGE, EVAN P. Jr.**, COUNSELLOR AT LAW AND Solicitor of Patents, 4 and 6 Warren Street, N. Y.

**HARLAN & HOLLINGSWORTH CO.**, MANUFACTURE Passenger Cars, Wilmington, Del.

**HAYWARD, S. F.** GENERAL AGENT BABCOCK Fire Extinguisher, 407 Broadway, N. Y.

**IVISON, BLAKEMAN, TAYLOR & CO.**, STEEL PENS 753 and 755 Broadway N. Y.

**JOHN STEPHENSON CO.**, TRAM-CAR BUILDERS, New York.

**KALATYP ENGRAVING CO.**, 104 FULTON ST., New York.

**KNOX & SHAIN**, MANUFACTURERS OF ENGINEERING and Telegraphic Instruments, 716 Chestnut Street, Philadelphia, Pa.

**MOLLER & SCHUMANN**, MANUFACTURERS OF Coach and Car Varnishes, Brooklyn, N. Y.

**NATIONAL TUBE WORKS CO.**, MANUFACTURE Wrought Iron Pipes and Tubes, 104 and 106 John Street, N. Y.

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**PARDEE CAR WORKS, PARDEE, SNYDER & CO.**, (Limited) Watertown, Pa.

**PERKINS & CHOATE**, AGENTS FOR STEEL OR IRON Rails, 23 Nassau Street, N. Y.

**RIEHL BROS.**, STANDARD SCALES AND TESTING Machines, 115 Liberty Street, N. Y.

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**SWIFTS IRON AND STEEL WORKS**, MANUFACTURERS of all Weights of Standard and Narrow Gauge Rails, 26 West Third St., Cincinnati, Ohio.

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**THE RAMAPO IRON WORKS**, MANUFACTURERS OF the Tracy Safety Switch, and General Railroad Equipment. Works and office: Ramapo, Rockland Co., New York.

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CAR AND RAILROAD LUMBER,

White and Yellow Pine, Oak, Gum  
and Cypress Cut to Order,  
**120 LIBERTY ST.,**  
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Also North Carolina Pine Boards, Plank  
and Dimensions Lumber to Order.  
**GENERAL RAILROAD SUPPLIES.**

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Stocks and Bonds bought and sold on Commission only,  
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Issue Commercial and Travelers' Credits in Sterling,  
AVAILABLE IN ANY PART OF THE WORLD, AND IN  
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in the United States and Canada, and of drafts drawn in  
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Fumes from burning Coal Gas, Sun, Salt Air or Water.

**THIS IS RELIABLE.**

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### A 200-Mile Ride by the Head-Light of a Locomotive.

To those never testing it by experience the rare exhilaration and complete immunity from cinders and dust attending such a trip as indicated by our heading is quite inappreciable. Having enjoyed such an experience on one of the pleasant days and evenings of last week, we herewith jot down a few items premising that the route taken was by the Boston and Albany line from Boston to Springfield, the machine, a fine specimen of a 40-ton passenger engine (No. "196"), and the engineer that prince among the genial men of his class, Mr. John Smith, who has been running over the rails of this line for almost thirty continuous years. And we may as well say it here as anywhere that the occasion was simply a scientific testing of the economic mechanism of that particular machine.

And now let the reader fancy himself or herself perched on the extreme front of this monster of a steam carriage, something like seven feet above the rails, privileged to sit or stand on the narrow ledge, once styled the "bunter," and the situation will be tolerably well taken in. Steam is up for the start, and the surplus accumulating during the wait for the conductor's send-off is madly hissing at the safety-valve, as though out of all patience at the delay; but at the wave of the uplifted hand we feel the engine fairly jumping to its task, and we are off. The first impression one derives on getting under head-way is that of the immensity of the power which you are conscious is being exerted around and under you. Riding on a nicely upholstered car seat, one can scarce help noticing the gradual change from inertia to motion, but the dynamics involved in the thought are left entirely to guess work. Not so from our standpoint. We know the instant the engineer touches the throttle. No blood horse responds more promptly to the spur pressing his flank as he springs to his task than ours does at the bidding of his master in the cab. At first the quivering of the huge frame, from cow-catcher to footboard, then an ominous grinding of the massive wheels as though in very rage at the terrible strain, especially if the hind feet of our iron horse (as the driving wheels may well be called), touch a "frog" at starting, gives you something of an idea at least of the power requisite to move a train of cars as never before; and as the machine gets warmed up to its work the feeling is precisely as if the Titans themselves were pushing mightily from behind. At every opening of the admission parts to the cylinders you feel the throbbing of the vast power within, and the exhausting of the waste steam literally thumps off upon the walls of the vacuum chamber the energy and also the rapidity with which the enormous work is being accomplished. Any uncertainty on this point is dispelled the instant the throttle closes; it goes without saying that the fearful power is withdrawn, and the engine literally seems to exult at the release as it comes to a halt.

It is almost strange, but nevertheless unquestionably true, that no adequate idea is usually

given to the passengers in the cars of the actual retarding power exerted by the modern system of automatic brakes; and one is almost under the necessity of seeing from such standpoint as that of which we write the really breakneck speed of running to fully appreciate the safeguard against danger thus afforded. On our return trip, and nearly at nightfall, on rounding the curve nearest the Westboro' station a red flag suddenly gleamed out ahead, and ere we were aware that the brakes had been applied the head and upper portion of our body were thrown forward at no small angle by the abruptness of the stop to which we were brought. Indeed, one of the brakemen hinted that he had much rather encounter an actual collision than to endure the shaking up when by the parting of a train the apparatus automatically exerts its maximum force, which it always does in such an emergency, to a degree which the engineer rarely ventures to risk.

If one wishes to obtain a tolerably clear idea of the capacity of a first-class boiler to generate steam let such put himself under the tuition of one which is gauged to 160 lbs. pressure, like "No. 196." Remember it is throughout of standard boiler steel, and one must drop utterly all his notions on this point graduated by the traditional tea-kettle on the kitchen stove. Evidently provision for the escape of waste steam in all engines must be well cared for; and when we remember that the rapid vibration of the piston of a locomotive making three hundred revolutions a minute necessitates providing for the escape of 600 cylinder measures of steam in that short time, we have begun to appreciate the generating capacity of the boiler. During our novel ride we were all the time in such close proximity to the exhaust chamber that we could not help being impressed with this fact by the constant hammering of this exhausting process. Of course no sign is given when this well-nigh omnipotent agent enters the cylinder; the demonstration of its force and frequency comes only as it escapes, and we could not help comparing this to the "roll" of a snare drum in the hands of an expert with the drum-sticks, so rapid as well as distinct was the report it made of its release from bondage.

Another of the revisions imparted to our ideas on railroading was the absolute necessity of the most rigid supervision of the sub-structure of our iron highways, as well as the construction of engines and cars. Of the monotonous and somewhat annoying click-clack, click-clack of the car wheels in passing from one rail to another almost all travelers are well aware—but to get the full impression of the force with which these apparently harmless noises are produced one needs to take an outside berth. Happily in these days the fish-jointing the head and foot of abutting rails has reduced nearly or quite to a minimum this annoyance; but no amount of precautionary appliances has thus far broken the force with which the truck wheels of the engine come in contact with the heavy switch-plate, which is as though a 1,000-pound sledge hammer in the hands of a giant had dealt the terrible blow that well-nigh shocked us.

A word or two as to the status of the road

itself and we close. We cannot adequately describe the satisfaction we felt at the splendid condition in which we found the line. From the terminus in Boston to the depot in Springfield we could scarce perceive so much as a single weed or a bit of rubbish encumbering the roadbed. The slopes on either side were everywhere graded with the nicety and symmetry of a lawn, and we watched in vain from our most favorable position for observation to see the first protruding spike from the ties, or the slightest defect in the alignment of the rails. The signals automatically giving warning or notice were all in admirable working order, and we could but feel that from all this pains-taking and care there must accrue to the traveling public as much of immunity from peril as is predicable of the very peaceable state in which our common humanity is ordinarily found.—*Cor. Boston Journal.*

### The Coal Trade.

THE leading coal-carrying companies make the following reports of their tonnage for the week ending Sept. 30, and for the year to that date, compared with their respective amounts carried to the same time last year:—

	Week.	1882.	1881.
Reading Railroad .....	221,432	6,679,095	6,452,757
Schuylkill Canal .....	26,941	385,340	444,395
Lehigh Valley .....	123,758	5,044,852	4,625,602
Delaware, Lackawanna and Western .....	109,352	3,313,105	3,118,065
Shamokin .....	25,020	811,578	806,084
Central R. R. of New Jersey .....	117,318	3,226,254	3,208,623
United R. R. of New Jersey .....	28,514	1,243,174	1,147,512
Pennsylvania Coal .....	37,911	1,023,448	1,010,076
Delaware and Hudson Canal .....	104,090	2,563,450	2,639,763
Huntingdon and Broad Top Mountain .....	15,098	340,927	394,589
Penn. and New York .....	28,916	1,177,612	1,213,381
Clearfield, Pa. ....	43,588	2,127,013	1,777,016

The total tonnage of anthracite coal from all the regions for the week ending Sept. 30, as reported by the several carrying companies, amounted to 714,095 tons, against 513,449 tons in the corresponding week last year, an increase of 200,646 tons. The total amount of anthracite mined for the year is 20,903,307 tons, against 20,219,163 tons for the same period last year, an increase of 684,141 tons. The quantity of bituminous coal sent to market for the week amounted to 86,069 tons, against 83,187 tons in the corresponding week last year, an increase of 2,882 tons. The total amount of bituminous mined for the year is 3,166,752 tons, against 3,614,717 tons for the corresponding period last year, a decrease of 447,965 tons. The total tonnage of all kinds of coal for the week is 800,164 tons, against 599,686 tons in corresponding week last year, an increase of 200,478 tons, and the total tonnage for the coal year is 24,070,659 tons, against 23,833,880 tons to same date last year, an increase of 236,779 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Sept. 30, was 224,952 tons, of which 169,212 tons were coal and 55,740 tons coke. The total tonnage for the year thus far has been 8,199,908 tons, of which 6,072,732 tons were coal and 2,127,172 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended Sept. 30 were 44,455 tons, and for the year to that date 865,050 tons, a decrease of 678,495 tons as compared with the corresponding period of last year. The shipments were: To the Baltimore and Ohio Railroad—For the week, 22,87 tons; year, 635,121 tons; decrease as compared with 1881, 364,898 tons. Chesapeake and Ohio Canal—Week, 16,701 tons; year, 110,952 tons; decrease as compared with 1881, 223,221 tons. Pennsylvania Railroad—Week, 4,696 tons, year, 112,470 tons, decrease from last year, 97,579 tons. The Reading Railroad shipment for last week, ending October 7, was about 183,500 tons, of which 42,000 tons were sent to and 43,500 tons shipped from Port Richmond, and 15,700 tons sent to and 14,500 tons shipped from Elizabethport.—*Philadelphia Ledger, Oct. 9.*

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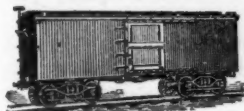
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## Central Pacific Railroad.

## LAND AGENT'S REPORT.

LAND DEPARTMENT, CENTRAL PACIFIC RAILROAD COMPANY,  
SAN FRANCISCO, CAL., July 1, 1882.

HON. LELAND STANFORD, President.

SIR:—In former reports I have shown that:—

	ACRES.
The land grant from the United States Government to the Central Pacific Railroad Co. of 12,800 acres per mile, for 742 miles, is.....	9,497,600
Deduct for lands previously granted and reserved, say.....	1,500,000
Leaves.....	7,997,600
The land grant to the California and Oregon Railroad of 12,800 acres per mile for 291 miles, is.....	3,724,800
Total.....	11,722,400
Deduct lands sold to December 31, 1881.....	945,786
Leaves lands unsold.....	10,776,614

The grant to the California and Oregon Railroad Co. provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land granted. The value of these lands, at the Government minimum price for adjoining lands, \$2.50 per acre, would be \$6,941,535.

A large portion of this is the choicest agricultural and timber lands in the country, and will sell for a much greater price.

The policy of the company and of the Trustees under the Land Trust Mortgage has been to sell the farming lands at low prices, and on easy terms of payment to actual settlers, believing the best interests of the company and the bondholders are promoted by selling in limited quantities to those who cultivate the soil, and who will own the land they cultivate. By this means an industrious agricultural population is invited, whose improvements and the product of whose labor tend to enhance the value of the unsold lands.

Most of the lands that have been sold were on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term with annual interest payable in advance on all sums remaining due.

There were sold prior to October 1, 1870, 127,797.55 acres for \$295,065.50, averaging \$2.31 per acre; and up to December 31, 1881, there has been sold the timber on 14,090.40 acres of land reserved by the Government as mineral, for \$27,648.60, and there has been received for stumpage \$24,640.45.

Of the lands sold prior to October 1, 1870, there have been reconveyed to the company by credit purchasers who declined to conclude their purchases by payments of the balances due from them, 280 acres, upon which there remained due for balance of principal \$560.

Of the lands in the California and Oregon Railroad grant, there were sold, prior to the consolidation of that company with the Central Pacific Railroad Co., 9,760.87 acres, for \$18,443.36.

There remained due and unpaid, December 31, 1881, on lands sold prior to October 1, 1870, \$2,640 on account of the principal, and \$1,983.96 on account of interest.

Since the execution of the Land Trust Mortgage, October 1, 1870, there have been sold to December 31, 1881, 835,217.52 acres of land for \$4,498,482.49, being at the average price of

\$5.39 per acre. For the year ending December 31, 1881, there were sold 195,254.61 acres.

From the date of the Land Trust Mortgage, October 1, 1870, to December 31, 1881, there have been reconveyed to the company by purchasers who had purchased land on credit, and who were unable or unwilling to make their final payment of purchase and interest, 26,709.87 acres of land, upon which there remained due and unpaid \$309,279.90.

There were received from December 31, 1875, to December 31, 1881, from leases of railroad lands, \$925, and from stumpage of railroad trust lands, \$12,219.13.

There has been paid to the Trustees of the Land Grant Mortgage to December 31, 1881, \$3,850,450.82.

There remained due and unpaid to December 31, 1881, on lands sold since October 1, 1870, \$1,304,858.79 on account of principal, and \$62,949.05 on account of interest.

The success that has attended the cultivation of grapes, berries and fruit in the foot-hills of the Sierra, below an elevation of three thousand feet, has caused an increased demand for this class of lands. It is found by experience that these lands are not so subject to late frosts as lands in the lower parts of the great valley. Many of the immigrants coming to the State are seeking lands in the northern portion of Tehama, and in Shasta counties, where the annual rains are so abundant that crops never fail. The lands of these counties are also found to be admirably adapted to vineyard and fruit culture; and it is confidently expected that this northern portion of the Sacramento Valley will in a short time have a large increase in population.

The lands in Nevada near the Humboldt River, and the lands of adjoining valleys are appreciating in value not only because found to be well adapted to the cultivation of the cereals, but also in consequence of the increased price of beef-cattle. Many extensive sales have been made of these lands to the owners of herds of cattle who desire to preserve their pastures.

The action of the Land Department at Washington in removing the mineral reservation from large tracts of land in the foot-hills of the Sierra, is received with approval by miners as well as farmers. It allows the settlement and cultivation of valuable tracts of lands heretofore withheld, and creates homes, and makes taxable for school and other purposes large bodies of land to which, prior to the removal of this reservation, no agricultural title could be obtained from the Government. Whenever any of this land is ascertained to be really more valuable for mineral than for agricultural purposes, the proof of the fact again withdraws the land, and the miner can obtain title to it under the mineral law. The action of the Land Department at Washington does justice both to the farmer and the miner.

The grape interests of the State are advancing with great rapidity; our wines are commanding good prices, and are in large demand throughout the country. It is a safe estimate to state that lands planted in vineyards have doubled in value within the past two years. The company has still unsold at least one million acres

in different part of the State, admirably adapted to the growth of the vine.

Immigration to the State is increasing, and fortunately large numbers of the immigrants are of a class in search of farming, vineyard, and grazing lands. The company has still large bodies of lands suitable for these purposes, and homes can be found on lands still belonging to the company for many thousand families.

I again desire to call attention to the fact that as the State fills up with population and experiments are made, it is found that lands once considered as fit only for grazing are really valuable for grain and orchards. Ten years since only prairie lands were ploughed for wheat and barley; now the low foot-hills bordering the plains are found equally productive.

The statistics heretofore given will show that the lands of this company may be considered as among its most valuable assets. Respectfully,

B. B. REDDING, Land Agent.

## Erie Railway Company's Stock.

JUDGMENT was entered on the 9th inst. in favor of Henry A. Vatable and others, against the New York, Lake Erie and Western Railroad Company. The plaintiffs were holders of 300 shares of stock of the old Erie Railway Company. Prior to the sale of the franchises and property of that corporation under a judgment of foreclosure, an agreement was made between the persons who proposed to purchase the franchises and property and certain Erie stockholders, by the terms of which any new corporation which should succeed the Erie Railway Company was bound to deliver its common stock in exchange for Erie common stock and a payment in gold of \$4 per share, with interest from March, 1877. The plaintiffs applied to the New York, Lake Erie and Western Railroad Co. for the issuance to them of 300 shares of its common stock, offering in return 300 shares of Erie stock and the sum of money provided for by the agreement. Their request was denied on the ground that the time for them to become parties to the agreement had expired by limitation. This plea was overruled by Judge Lawrence, before whom the suit was tried in Supreme Court, Special Term, about a year ago. The findings of law and fact in the case were not settled until last month, and the decree was not signed until the 5th inst.

MR. WARREN HILL, of Boston, has just delivered to the Louisville and Nashville Railroad three dozen punches for the use of the conductors on that road.

THE project of establishing a Mexican Exchange in this city is receiving considerable attention from business men. The progress of railroad building in Mexico brings nearer every day the mercantile centers of the United States to those of that country, and it is felt that preparations for the great increase of international trade that must result from this opening should now be going on. Already business in this direction has received a strong impetus.